



# Havering

LONDON BOROUGH

## HIGHWAYS ADVISORY COMMITTEE AGENDA

**7.30 pm**

**Tuesday  
4 July 2017**

**Council Chamber -  
Town Hall**

Members 11: Quorum 4

**COUNCILLORS:**

**Conservative  
(4)**

Frederick Thompson  
(Vice-Chair)  
Joshua Chapman  
John Crowder  
Dilip Patel

**Residents'  
(2)**

Barry Mugglestone  
John Mylod

**East Havering  
Residents'(2)**

Darren Wise  
Brian Eagling (Chairman)

**UKIP  
(1)**

John Glanville

**Independent Residents'  
(1)**

David Durant

**Labour  
(1)**

Denis O'Flynn

**For information about the meeting please contact:  
Taiwo Adeoye 01708 433079  
taiwo.adeoye@onesource.co.uk**

## **Protocol for members of the public wishing to report on meetings of the London Borough of Havering**

Members of the public are entitled to report on meetings of Council, Committees and Cabinet, except in circumstances where the public have been excluded as permitted by law.

Reporting means:-

- filming, photographing or making an audio recording of the proceedings of the meeting;
- using any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later; or
- reporting or providing commentary on proceedings at a meeting, orally or in writing, so that the report or commentary is available as the meeting takes place or later if the person is not present.

Anyone present at a meeting as it takes place is not permitted to carry out an oral commentary or report. This is to prevent the business of the meeting being disrupted.

Anyone attending a meeting is asked to advise Democratic Services staff on 01708 433076 that they wish to report on the meeting and how they wish to do so. This is to enable employees to guide anyone choosing to report on proceedings to an appropriate place from which to be able to report effectively.

Members of the public are asked to remain seated throughout the meeting as standing up and walking around could distract from the business in hand.

## AGENDA ITEMS

### 1 CHAIRMAN'S ANNOUNCEMENTS

The Chairman will announce details of the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

The Chairman will also announce the following:

The Committee is reminded that the design work undertaken by Staff falls under the requirements of the Construction (Design & Management) Regulations 2015. Those Staff undertaking design work are appropriately trained, experienced and qualified to do so and can demonstrate competence under the Regulations. They also have specific legal duties associated with their work.

For the purposes of the Regulations, a Designer can include an organisation or individual that prepares or modifies a design for any part of a construction project, including the design of temporary works, or arranges or instructs someone else to do it.

While the Committee is of course free to make suggestions for Staff to review, it should not make design decisions as this would mean that the Committee takes on part or all of the Designer's responsibilities under the Regulations.

### 2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

### 3 DISCLOSURE OF INTERESTS

Members are invited to disclose any interest in any of the items on the agenda at this point of the meeting.

*Members may still disclose any interest in an item at any time prior to the consideration of the matter.*

### 4 MINUTES (Pages 1 - 8)

To approve as a correct record the minutes of the meeting of the Committee held on 6 June 2017, and to authorise the Chairman to sign them.

### 5 PROPOSALS TO CLOSE FERRY LANE AT ITS JUNCTION WITH LAMSON ROAD, RAINHAM (Pages 9 - 18)

### 6 RURAL ROADS SPEED LIMIT CHANGES (VARIOUS LOCATIONS) ACCIDENT REDUCTION PROGRAMME - PROPOSED 30MPH AND 40MPH SPEED LIMITS AND SAFETY IMPROVEMENTS (Pages 19 - 48)

### 7 LISTER AVENUE AREA PARKING REVIEW (Pages 49 - 78)

- 8     **TPC755 CRANHAM PARKING REVIEW** (Pages 79 - 96)
- 9     **TPC991 - MELLOWES ROAD PARKING REVIEW** (Pages 97 - 104)
- 10    **BEECHFIELD GARDENS AND CROW LANE - BROOKLANDS SCH40** (Pages 105 - 118)
- 11    **TPC864 - UPMINSTER BRIDGE** (Pages 119 - 128)
- 12    **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 129 - 136)
- 13    **URGENT BUSINESS**

To consider any other item in respect of which the Chairman is of the opinion, by reason of special circumstances which shall be specified in the minutes, that the item should be considered at the meeting as a matter of urgency.

**Andrew Beesley**  
**Head of Democratic Services**

# Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Council Chamber - Town Hall  
6 June 2017 (7.30 - 8.30 pm)**

**Present:**

**COUNCILLORS**

<b>Conservative Group</b>	Frederick Thompson (Vice-Chair), Dilip Patel, Ray Best and Carol Smith
<b>Residents' Group</b>	Barry Mugglestone and Ray Morgon
<b>East Havering Residents' Group</b>	Brian Eagling (Chairman)
<b>UKIP</b>	John Glanville
<b>Independent Residents Group</b>	David Durant
<b>Labour Group</b>	Denis O'Flynn

Apologies were received for the absence of Councillors Joshua Chapman, John Crowder, John Mylod and Darren Wise.

+Substitute member: Councillor Ray Best (for John Crowder), Councillor Carol Smith (for Joshua Chapman) and Councillor Ray Morgon (for John Mylod).

All decisions were taken with no votes against.

The Chairman reminded Members of the action to be taken in an emergency.

**105 DISCLOSURE OF INTERESTS**

**TPC775 Balgores Crescent - Proposed Pay & Display Parking Bays**

Councillor Frederick Thompson disclosed a prejudicial interest advising the Committee that he had formed an opinion on the issue to be considered as he resided very close to the area.

**106 MINUTES**

The minutes of the meeting of the Committee held on 2 May 2017 were agreed as a correct record and signed by the Chairman

107 **CEDAR ROAD - ROMFORD**

The report before the Committee detailed a request from businesses of Chesham Close to relocate the recent road closure in Cedar Road to a new position to allow the drivers of larger vehicles to reverse into Chesham Close and sought the recommendation of the Committee whether or not the request moves to public consultation.

The report detailed that an experimental traffic scheme to close Cedar Road to through motor traffic was made permanent, on 14 December 2016, following an Executive Decision (16/137) by the Cabinet Member for Environment Regulatory Services and Community Safety.

Following this decision a request had been received from a number of businesses with access from Chesham Close requesting that the position of the approved closure be relocated further southwest to assist with deliveries to Chesham Close.

The businesses suggested that the relocation of the closure position would allow the drivers of large vehicles to drive past the end of Chesham Close (arriving from North Street) and then reverse into Chesham Close.

Following the request a site meeting was held on 16 March 2017 with representatives from the businesses, the Cabinet Member and staff from the Street Management Service. The meeting covered a range of issues, including the position of the closure.

Officers stated that requests for new schemes not already on the Council's funded programme were generally added to the monthly "highway schemes requests" report schedule with a standing recommendation that they be rejected because of a lack of funding, although the Committee could otherwise decide to move the request to a "reserved" list.

The report confirmed that works on the Cedar Road closure had not been commenced so there was an opportunity to consult on a new closure location at limited additional cost.

The Committee was asked to consider the request from the businesses' and then delegate to the Assistant Director of Neighbourhoods to proceed with the consultation with a substantive report brought to the Committee for consideration in the usual way following formal consultation.

During the debate, a Member questioned why the item was being brought back to Committee following a recent committee resolution to proceed with an approved scheme. The Member questioned whether the Committee was now being asked to reverse its original decision following the site meeting. The Member stated that the whole scheme should be consulted on again.

Officers confirmed that the Committee was only being asked to consider the position of the closure not the principle of the closure itself which had already been decided.

A Member stated that as the businesses were consulted the first time and failed to make representations the request should be rejected.

A Member raised concerns that reversing Lorries into Chesham Close could present dangers. The Member asked for the views of Ward Councillors.

Officers confirmed that two of the three Ward Councillors were supportive of the proposals while one was against the principle of the closure itself.

Officers confirmed that the current position of the closure would prevent an articulated vehicle from reversing into Chesham Close.

A Member asked requested information on the number of deliveries to the business and expressed concern that the residents on the corner could be disturbed.

A Member felt strongly that the request should be rejected because Lorries should not be reversing all the way along Chesham Close.

A Member reiterated that the whole area and scheme be re-consulted, but if the new position was being consulted on, it should be a wider consultation. In reply officers mentioned that the consultation would be limited to the businesses and those directly affected, but anyone could respond to the public notices.

A motion to reject the proposal was tabled but lost by 7 votes to 3.

Following a motion to approve option (b), the Committee **RESOLVED** to recommend to the Cabinet Member for Environment Regulatory Services and Community Safety that the Assistant Director of Environment proceeds with a public consultation to relocate the existing closure from outside 15a/17a to 21/23 as shown on Drawing QQ031-OF-301.

Members noted that in the event the layout was made permanent, the estimated cost of £3,500 for would be met by the Council's capital allocation for Minor Highway Improvements.

The vote to recommend the proposal was carried 7 votes to 3.

108 **ONE WAY STREET AT NEW DEVELOPMENT OF QUILTER WAY**

The report before the Committee detailed responses to a consultation to formally make the traffic order to accompany existing one-way signs in Quilter Way.

Following clarification that the road was already operating as a one way road, the Committee **RESOLVED** to recommend to the Cabinet Member for Environment Regulatory Services and Community Safety that staff proceed to make the necessary Traffic Management Order(s) (TMO) to control vehicular use of the one-way street identified as detailed in drawing QP018/01.A – Quilter Way.

Members noted that the £1000 estimated cost for implementation would be met from the Environment road adoptions revenue budget which included contributions from the developer of Quilter Way.

109 **TPC775 BALGORES CRESCENT - PROPOSED PAY & DISPLAY PARKING BAYS**

The report before the Committee detailed responses received to the advertised proposals to change the use of the existing Free Parking bays in Balgores Crescent to Pay & Display parking bays.

The proposals were put forward to help with parking provisions for local businesses, while preventing long term non-residential parking and ensuring a turnover of parking spaces. The report concluded that it was now generally considered that the provision of Pay & Display parking bays was user friendly and accessible to the public.

The report informed the Committee that by the close of the public consultation on the 10 March 2017, 3 responses; a 16.6% return were received to the consultation, 2 were against the proposals and 1 in favour of part of the scheme.

Having identified and assessed the potential negative impact that the parking scheme poses to residents and businesses of the area, the proposal was recommended for implementation.

A Member raised concerns over parking facilities for the residents of the maisonettes and the reduction of residents parking in the area.

Officers stated that there were resident parking bays further along Squirrels Heath Avenue for local residents. Officers were of the view that the area would benefit from a short term parking provision.

A Member was of the opinion that the proposed scheme would only benefit businesses in the area.

Following a brief debate, a motion was proposed and carried that recommendation 1(a) to introduce pay and display parking should be deferred until residents of Balgores Crescent, the maisonettes at the junction of Balgores Lane and Balgores Crescent and Squirrels Heath



Avenue, be consulted on a possible extension of the GP1 residents parking scheme.

The Committee further **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that: 1(b) the proposed 'At Any Time' waiting restrictions proposed for the junction of Balgores Lane and Balgores Crescent, as shown on the Plan, be implemented as advertised and the effects of any implemented proposals be monitored.

Members noted that the estimated cost of the scheme was £4000, which would be funded from the revenue budget from the 2017/18 Minor Traffic and Parking budget.

*Councillor Frederick Thompson declared a Prejudicial Interest and left the meeting during deliberation and voting on the matter.*

#### 110 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME**

The Committee considered a report showing the new highway scheme requests in order for a decision to be made on whether the scheme should progress or not before resources were expended on detailed design and consultation.

The Committee had considered and agreed in principle the schedule that detailed the applications received by the service.

The Committee's decision was noted against the request and appended to the minutes.

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**Chairman**

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**London Borough of Havering**  
**Engineering Services, Highways - Streetcare**  
**Highway Schemes Applications Schedule**

Item Ref	Location	Ward	Description	Officer Advice
<b>SECTION A - Highway scheme proposals without funding available</b>				
A1	Junction of Alma Avenue & Standen Avenue	Hacton	Speed table across entire junction to match that of junction of Alma Avenue and Dawes Avenue. To reinforce 20mph speed limit.	Agreed to move to section B
<b>SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for noting)</b>				
B1	Broxhill Road, Havering-atte-Bower	Havering Park	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	Feasible, but not funded. Improved footway would improve subjective safety of pedestrians walking from Village core to park. (H4, August 2014). <b>Request held as a potential reserve scheme for 2017/18 TfL LIP.</b>
B2	Ockendon Road, North Ockendon	Upminster	Speed restraint scheme for North Ockendon Village	85% traffic speeds in village significantly above 30mph (44N/B, 45 S/B). 2 slight injuries 2012-2014. <b>Request held as a potential reserve scheme for 2017/18 TfL LIP.</b>

**London Borough of Havering**  
**Engineering Services, Highways - Streetcare**  
**Highway Schemes Applications Schedule**

<b>Item Ref</b>	<b>Location</b>	<b>Ward</b>	<b>Description</b>	<b>Officer Advice</b>
B3	Collier Row Road, west of junction with Melville Road	Mawneys	Request to remove speed table because of noise/ vibration.	Speed table is start of 20mph zone. Removal would reduce effectiveness of scheme. Funding would need to be provided.
B4	Herbert Road, near Nelmes Road	Emerson Park	Road hump to deal with speeding drivers in vicinity of bend.	Feasible, would add to existing hump scheme. Funding would need to be provided.
B5	Wood Lane	Elm Park	Traffic calming to deal with speeding drivers	Feasible. Funding would need to be provided.
B6	Squirrels Heath Road/ Shepherds Hill	Harold Wood	Request for crossing near Shepherd & Dog, near the bus stops or traffic islands to help people cross and to deal with speeding drivers. More speed cameras to deal with speeding drivers.	Speed cameras a remote possibility as they now have to be funded by boroughs and are only considered where there are significant speed-related KSIs.
			Request for pedestrian crossing or refuge to assist residents of Cockabourne Court in accessing adjacent bus stops.	Feasible, but not funded. Formal crossing likely to be very lightly used, so refuge would be more appropriate. Road widening would be required.



**HIGHWAYS ADVISORY COMMITTEE  
4 July 2017**

**Subject Heading:**

**Proposals to close Ferry Lane at its junction with Lamson Road, Rainham – Outcome of the public consultation.**

**SLT Lead:**

**Dipti Patel**

**Report Author and contact details:**

**Musood Karim  
Engineer  
01708 432804  
masood.karim@havering.gov.uk**

**Policy context:**

**Havering Local Development Framework (2008).  
Havering Local Implementation Plan 2014/15 – 2016/17 Three year delivery plan (2013).**

**Financial summary:**

**The estimated cost of £5,000 for the improvements would be met by the Council's Development Capital Programme.**

**The subject matter of this report deals with the following Council Objectives**

Havering will be clean and its environment will be cared for	[ x ]
People will be safe, in their homes and in the community	[ x ]
Residents will be proud to live in Havering	[ ]

## SUMMARY

This report sets out the responses to a consultation for the closure of Ferry Lane at its junction with Lamson Road in Rainham due to the problems associated with fly tipping, caravan travellers, anti-social behaviour etc. It further seeks a recommendation that the proposals be implemented.

The scheme is within **Rainham and Wennington** wards.

## RECOMMENDATIONS

That the Committee having considered the report and the representations recommend to the Cabinet Member for Regulatory Services and Community Safety that the following measures are implemented:

1. **Ferry Lane, south side of Rainham Station**

**Ferry Lane, Rainham**, the proposed road closure situated 6.1 metres north-east of its junction with Lamson Road. The proposals are shown on drawing No. QP032-001.

2. That it be noted the estimated cost for implementation is £5,000 which would be met by the Council's Development Capital Programme. There is no time limit imposed on the funds.

## REPORT DETAIL

### 1.0 Background

- 1.1 Ferry Lane links with the intersection of Wennington Road / Broadway in Rainham village in the north and Rainham Marshes in the south. The section between Broadway and Rainham station is closed at the former surface level crossing for High Speed 1 (Channel Tunnel Rail Link). High Speed 1 connects London with rail routes to France and Brussels.
- 1.2 The closed section of Ferry Lane is bypassed from Bridge Road by Lamson Road. It continues further southwards towards the interchange of the A13 and finally terminates at Rainham Marshes.

- 1.3 Ferry Lane provides a useful transport access to industrial estates and it also provides access to and fro the A13 motorway which inturn connects with the M25 motorway and beyond.
- 1.4 The section of Ferry Lane between Rainham Station and Lamson Road is closed to general traffic with the exception of service traffic to the service yards of High Speed 1 Rail, electric sub-station, National Grid Gas Distribution, Environment Agency (Flood & Coastal Risk Management) etc. Pedestrians and cyclists use the overhead bridge to gain access to and fro the station or to Rainham. This section of Ferry Lane frequently suffers from insecurity, caravan travellers, fly tipping, anti-social behaviour etc.
- 1.5 To overcome the problem, the Council has proposals to provide a closure at the entrance of Ferry Lane junction with Lamson Road. The road will only be accessible by the emergency services to the premises of High Speed 1 Rail, Network Rail, National Grid Gas Distribution, etc.
- 1.6 The attached drawing No. QP032-001 shows the proposed location and details of the closure. When designing location of the closure, consideration was given to maintaining access for existing occupiers and new developments in the future such as the Rainham Gateway Green Space.
- 1.7 The funding to undertake the works would be met by the Council's Development Capital Programme.

## 2. **Outcome of Public Consultation**

Consultation letters were sent to emergency services and other statutory consultees on 19<sup>th</sup> May 2017. In addition, approximately, 20 letters were hand delivered to the occupiers in the immediate area. The closing date for receiving representations was 9<sup>th</sup> June 2017. By the close of consultation, 5 (25%) responses were received. The responses were analysed carefully and these are included in the appendix 2 of this report.

## 3. **Conclusions**

Most respondents have mainly been concerned about gaining access to their premises during emergency periods. Officers had responded that the gate will have dual locks, ie one lock would be standard lock used by emergency services which has a standard key. The second lock would a key coded. National Rail Network have over 200 employees who gain access to the rail track, from time to time and it is not possible to provide 200 keys to their employees, therefore, the key coded or combination locks will help in this case.

It is anticipated that once the measures are implemented this will help to overcome the problem of fly tipping, anti-social behaviour and enhance security.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

This report is asking HAC to recommend to the Cabinet Member for Environment the implementation of the above scheme.

The costs would be met from the Council's allocation for Rainham Marshes Nature Reserve access and development (A1296) in the Development Capital Programme. The funds are not time limited.

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards to actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Street Management and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an over spend, the balance would need to be contained within the overall Development Capital budget.

### **Legal implications and risks:**

There are legal implications associated with prohibiting or permitting traffic movements at various locations in the highway network, therefore, it requires public advertisement of traffic management orders and consulting the local frontages in the immediate vicinity.

### **Human Resources implications and risks:**

None.

### **Equalities implications and risks:**

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

There will be some physical and visual impact from the required traffic signs and road lining works. Where infrastructure is provided or sustainably upgraded, reasonable adjustments should be made to improve access for the



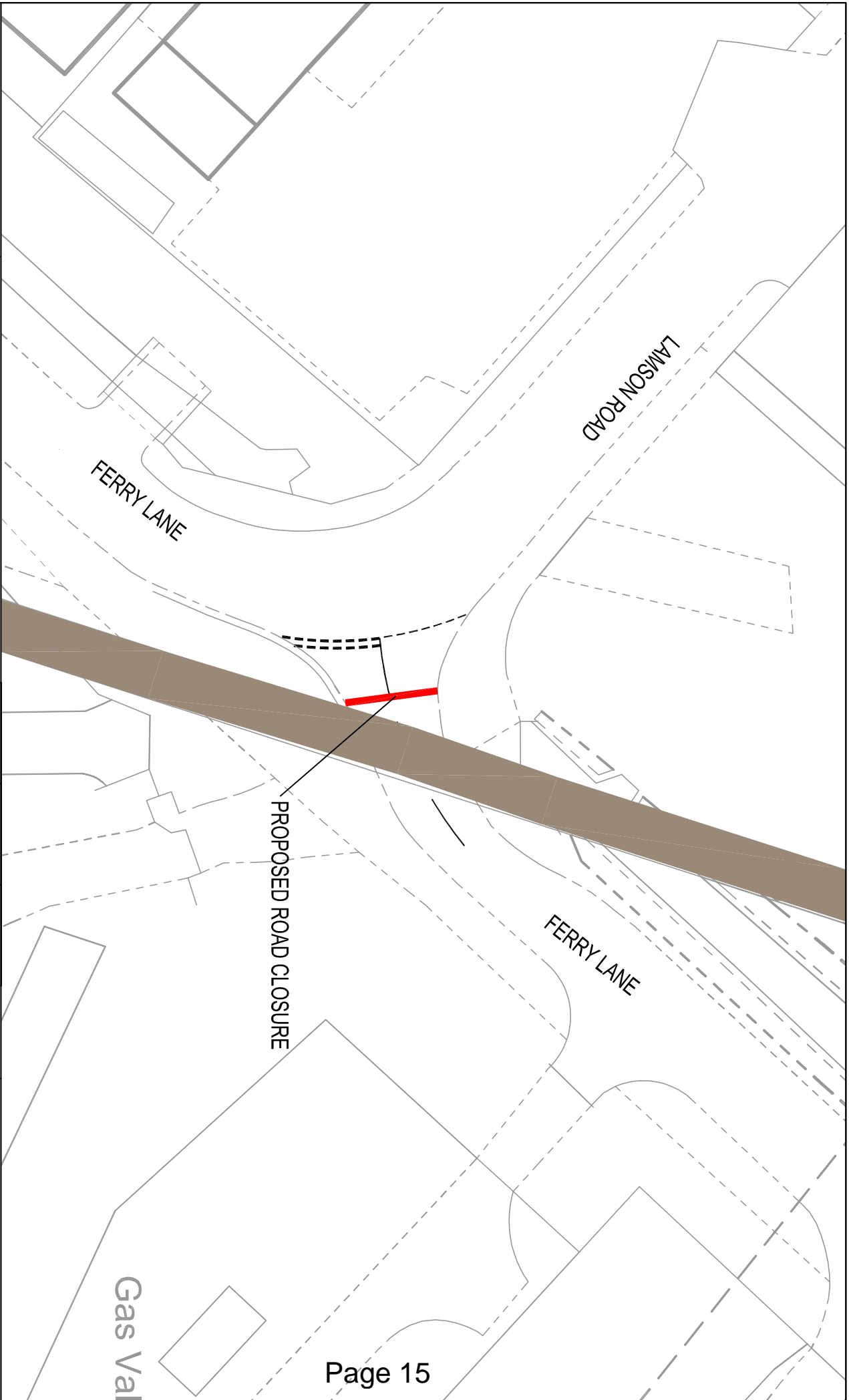
disabled, which will assist the Council in meeting its duties under the Equality Act of 2010.

**BACKGROUND PAPERS**

**Copy of Notice of Non–Key Executive Decision, of 3<sup>rd</sup> April 2017-** approval of local highway management schemes in principle for public consultation.

## **Appendix 1**

Plan showing details  
of the road closure



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<b>JOB TITLE</b>	Ferry Lane – Proposed Road Closure.
<b>DRAWING TITLE</b>	Proposed Location

<b>DRAWN BY</b>	TQ	<b>CHECKED BY</b>	MK	<b>APPROVED BY</b>	MK	<b>PURPOSE</b>		<b>COMMENT</b>	
<b>SCALE (AT A4 SIZE)</b>	NTS	<b>DATE</b>	17/01/17	<input checked="" type="checkbox"/> <b>DRAFT</b>					
<b>ACAD REF:</b>		<b>DRAWING No</b>	QP032_001	<input type="checkbox"/> <b>ISSUE</b>					
<b>Sheet Size: A4 (297x210)</b>		<b>REVISION</b>	0						
		<b>REVISION</b>						<b>AMENDMENT</b>	
		<b>REVISION</b>							<b>DATE</b>

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**Proposed Road Closure of Ferry Lane, Rainham**  
**Results of the Consultation**

No.	Respondent	Comments	LBH response
1	<b>Metropolitan Police</b>	Queried what arrangements would be available for access for the Emergency services.	The gate proposed will have double locks. The first will allow emergency access using a standard Fire Brigade pad lock whereas the second lock (combination lock) would be allocated to High Speed 1, CADENT (formerly known as the National Grid Gas Distribution) and other local tenants.
2	<b>Barking Power Station</b>	Have no objections to the scheme.	Nil.
3	<b>Technology Desking, Wild Space Warehouse,</b>	Agrees with the need to block this road, however, the proposed location of the barrier will stop artic lorries from reversing around the corner to exit Ferry Lane. The whole estate is very tight for lorries and this is often used for this purpose.	Officers had responded that the road does not have special facilities such as 'hammer head' for large vehicles to perform turning manoeuvres, hence the closure will eliminate such vehicles from performing turning manoeuvres.
4	<b>CADENT (formerly known as the National Grid Gas distribution).</b>	Cadent Gas (formerly National Grid Gas Distribution) do not object provided 24 hour (Emergency) access is maintained to their site. Due to the number of operatives that could potentially require access to the site for both routine maintenance and potential emergency call out a combination lock would be required. A contact would also be required to help out should the lock or barrier gate become inoperable. The existing barrier gate in front of the gas compound is a good indication of the width that would be required for any potential vehicle we may need to access site with including also cranes and low loaders to mobilise heavy plant and equipment to site.	The gate will have double locks which will allow emergency access using a standard Fire Brigade pad lock whereas the second lock (ie a combination lock) would be allocated to High Speed 1 Rail, CADENT and other local tenants.
5	Environment Agency, England	Due to the proximity to a main river, Environment Agency staff may require access to the watercourse to carry out maintenance. This is in order to reduce the risks to people, property and businesses from flooding. A significant part of the work is a Category 1 Responder under the Civil Contingencies Act 2004 involves unscheduled incident response, which would require access to the watercourse at short notice during any time of the day.	Officers response was as above

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**HIGHWAYS ADVISORY COMMITTEE**  
**4 July 2017**

**Subject Heading:**

**RURAL ROADS SPEED LIMIT  
CHANGES (VARIOUS LOCATIONS)  
ACCIDENT REDUCTION PROGRAMME  
– PROPOSED 30MPH AND 40MPH  
SPEED LIMITS AND SAFETY  
IMPROVEMENTS  
(The Outcome of public consultation)**

**CMT Lead:**

**Dipti Patel**

**Report Author and contact details:**

**Velup Siva  
Senior Engineer  
01708 433142  
velup.siva@havering.gov.uk**

**Policy context:**

**Havering Local Development  
Framework (2008)  
Havering Local Implementation Plan  
2017/18 Delivery Plan**

**Financial summary:**

**The estimated cost of £80,000 for  
implementation will be met by  
Transport for London through the  
2017/18 Local Implementation Plan  
allocation for Accident Reduction  
Programme.**

**The subject matter of this report deals with the following Council  
Objectives**

Havering will be clean and its environment will be cared for	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

## SUMMARY

Rural Roads Speed Limit Changes – Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify safety improvements in the area and 30mph & 40mph speed limit, rumble strips areas, vehicle activated sign, road signs and 40/30mph roundel road markings are proposed. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the above safety improvements be approved.

The scheme is within **Upminster, Rainham & Wennington, Cranham, Gooshays and Harold Wood** wards.

## RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the safety improvements including 30mph and 40mph speed limits, rumble strips areas, vehicle activated sign and 30mph and 40mph roundel road markings as shown on the drawings Nos. QQ001-P1-1 to 6, QQ001-P2-1, QQ001-P3-1 to 2 and QQ001-P4-1 be implemented on the following roads with proposed speed limits as set out below:

<b>ROAD NAMES</b>	<b>PROPOSED SPEED LIMITS (MPH)</b>
Aveley Road	40
Berwick Pond Road	40
Bird Lane	<b>30</b>
Bramble Lane	40
Chequers Lane	40
Dennises Lane	40
East Hall Lane	<b>30</b>
Fen Lane	<b>30</b>
Folkes Lane	<b>30</b>
Gerpins Lane	40
Launders Lane	40
Little Gerpins Lane	40
Nags Head Lane	40
Park Farm Road	40
Pea Lane	<b>30</b>
St Mary's Lane	40
Stubbers Lane	40
Sunnings Lane	<b>30</b>
Tomkyns Lane	<b>30</b>
Upminster Road North	40
Warley Street	40
Warley Road	40
Warwick Lane	40



2. That, it be noted that the estimated costs of £80,000, can be met from the Transport for London's (TfL) 2017/18 Local Implementation Plan allocation for Accident Reduction Programme.

**REPORT DETAIL**

**1.0 Background**

- 1.1 In October 2016, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2017/18 Local Implementation Plan Allocation. Rural Roads Speed Limit Changes – Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures in the area. The feasibility study looked at ways of reducing accidents and recommended safety improvements. Following completion of the study, the safety improvements, as set out in this report, are recommended for implementation as they will improve road safety.
- 1.2 The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% and slight injuries by 25% from the baseline of the average number of casualties for 2005-09. The Rural Road Speed Limit Changes Accident Reduction Programme will help to meet these targets.

**Survey Results**

- 1.4 Traffic surveys showed that two-way traffic flows are up to 1000, 500 and 480 vehicles per hour along Aveley Road, Dennises Lane and Warwick Lane respectively during peak periods.

A speed survey was carried out and the results are as follows.

Location	85%ile Speed (mph)		Highest Speed (mph)	
	Eastbound/ Northbound	Westbound/ Southbound	Eastbound/ Northbound	Westbound/ Southbound
Aveley Road by Warwick Lane	39	39	50	55
Dennises Lane by Stubbers Lane	40	41	55	50
Warwick Lane by Berwick Pond Road	43	43	55	55

The 85<sup>th</sup> percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along the above roads below the 60mph speed limit.

### Accidents

- 1.5 In the five-year period to July 2016, sixty three personal injury accidents (PIAs) were recorded along the rural roads described below. Of the sixty three PIAs, one was fatal; five were serious and fifty seven slight injuries. Details of PIAs are as follows:

Road Names	Killed	Serious	Slight	Total
Aveley Road	0	0	11	11
Berwick Pond Road	0	0	9	9
Bird Lane	0	0	0	0
Bramble Lane	0	0	3	3
Chequers Road (part)	0	0	1	1
Dennises Lane	0	0	4	4
East Hall Lane	0	0	0	0
Fen Lane (Part)	0	2	2	4
Folkes Lane	0	0	0	0
Gerpins Lane	0	0	2	2
Launders Lane	0	0	4	4
Little Gerpins Lane	0	0	0	0
Nags Head Lane (Part)	0	0	1	1
Park Farm Road	0	0	0	0
Pea Lane	0	0	1	1
St Mary's Lane (Part)	1	0	4	5
Stubbers Lane	0	0	0	0
Sunnings Lane	0	1	2	3
Tomkyns Lane	0	0	0	0
Upminster Road North (Part)	0	0	2	2
Warley Street (Part)	0	0	0	0
Warley Road	0	1	1	2
Warwick Lane	0	1	10	11
<b>Total</b>	<b>1</b>	<b>5</b>	<b>57</b>	<b>63</b>

### Proposals

- 1.6 The following safety improvements are proposed in each road as shown Drawing Nos. QQ001-P1-1 to 6, QQ001-P2-1, QQ001-P3-1 to 2 and QQ001-P4-1 to reduce vehicle speeds and minimise accidents. Brief details of the proposals in each road and relevant drawings are shown on the following table.

Road Names	Speed Limit 30/40mph signs	Road markings 30/40mph roundels	Rumble strip areas	Vehicle activated sign
Aveley Road (QQ001-P1-1,QQ001-P1-3 & QQ001-P1-4)	Yes	Yes	Yes	Yes
Berwick Pond Road (QQ001-P1-1,QQ001-P1-3 & QQ001-P1-4)	Yes	Yes	Yes	No
Bird Lane (QQ001-P3-2)	Yes	Yes	No	No
Bramble Lane (QQ001-P1-1&QQ001-P1-5 )	Yes	Yes	Yes	No
Chequers Road (QQ001-P4-1)	Yes	Yes	No	No
Dennises Lane (QQ001-P1-1,QQ001-P1-5 )	Yes	Yes	Yes	No
East Hall Lane (QQ001-P1-1,QQ001-P1-2)	Yes	Yes	No	No
Fen Lane (QQ001-P1-6)	Yes	Yes	Yes	No
Folkes Lane (QQ001-P3-2)	Yes	Yes	No	No
Gerpins Lane (QQ001-P1-1,QQ001-P1-3)	Yes	Yes	Yes	No
Launders Lane (QQ001-P1-1,QQ001-P1-2 & QQ001-P1-3)	Yes	Yes	Yes	No
Little Gerpins Lane (QQ001-P1-1,QQ001-P1-3)	Yes	Yes	No	No
Nags Head Lane (QQ001-P3-1)	Yes	Yes	No	No
Park Farm Road (QQ001-P1-1 & QQ001-P1-4)	Yes	Yes	Yes	No
Pea Lane (QQ001-P1-1 & QQ001-P1-5)	Yes	Yes	No	No
St Mary's Lane (QQ001-P2-1)	Yes	Yes	Yes	No
Stubbers Lane (QQ001-P1-1 & QQ001-P1-5)	Yes	Yes	No	No
Sunnings Lane (QQ001-P1-1 & QQ001-P1-5)	Yes	Yes	No	No
Tomkyns Lane (QQ001-P3-2)	Yes	Yes	No	No
Upminster Road North (QQ001-P1-1 & QQ001-P1-3)	Yes	Yes	Yes	No
Worley Street (QQ001-P2-1)	Yes	Yes	No	No
Worley Road(QQ001-P1-1,QQ001-P3-1)	Yes	Yes	No	No
Warwick Lane (QQ001-P1-1, QQ001-P1-3 & QQ001-P1-4)	Yes	Yes	Yes	No

## **2.0 Outcome of public consultation**

2.1 Letters, describing the proposals were posted to local residents / occupiers. Approximately, 440 letters were posted to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. The scheme was also advertised in the Romford Recorder, Living in Havering and on Havering website. Sixty nine written responses from Local Members, cycling representatives and residents were received and the comments are summarised in Appendix 1. A public consultation letter is attached to this report in Appendix 2.

2.2 The public consultation preference results are summarised below:

(a) In favour	36 (52%)
(b) Not in favour	3 ( 4%)
(c) Other comments.	30 (43%)

Other comments include non-related issues and different proposals.

## **3.0 Staff comments and conclusions**

3.1 The accident analysis indicated that sixty three personal injury accidents (PIAs) were recorded along the roads listed in table of paragraph 1.5. Of the sixty three PIAs, one was fatal; five were serious and fifty seven were slight injuries.

3.2 The proposed safety improvements in the recommendation would minimise accidents along these rural roads. It is therefore recommended that the proposed safety improvements in the recommendation should be recommended for implementation.

## **IMPLICATIONS AND RISKS**

### **Financial implications and risks:**

This report is asking HAC to recommend to the Cabinet Member whether or not the scheme should proceed.

Should the Committee recommend the scheme proceeds the estimated cost of £80,000 for implementation will be met from the Transport for London's (TfL) 2017/18 Local Implementation Plan allocation for Accident Reduction Programme.

The costs shown are an estimate and are part of the full costs for the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards to actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Street Management and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Street Management Capital budget.

#### **Legal implications and risks:**

The Council's power to make an Order altering speed limits in highway maintainable at public expense is set out in Part VI of the Highways Act 1980 ("HA 1980").

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) (as amended) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

#### **Human Resources implications and risks:**

None.

#### **Equalities Implications and Risks:**

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

There would be some visual impact from the proposals; however these proposals would generally improve safety for both pedestrians and vehicles.

**BACKGROUND PAPERS**

**Drawing Nos.**      **QQ001-P1-1 to QQ001-P1-6, QQ001-P2-1, QQ001-P3-1,  
QQ001-P3-2 & QQ001-P4-1.**

**APPENDIX 1  
SUMMARY OF RESPONSE**

<b>RESPONSE REF:</b>	<b>COMMENTS</b>	<b>STAFF COMMENTS</b>
QQ001/1 Cllr Ron Ower	You have my full support	-
QQ001/2  Cllr Clarence Barrett	This looks fine to me. Happy with the proposed reduction to 30mph from 60mph in Bird Lane	
QQ001/3 Cllr Brian Eagling	OK with me	-
QQ001/4 Cllr Darren Wise	Fine with me	-
QQ005/5 Cllr David Durant	If money is available to improve country lanes, it should involve road resurfacing, filling pot holes, cutting back foliage and road widening to improve safety. Almost all the Upminster Road North is a bus route, I do not think road humps or speed limits are practical or priority on these roads.	The TfI funding is not enough to carry out any maintenance works such as filling pot holes, cutting back foliage etc. Upminster Road North, we are only reducing the speed limit along Upminster Road North just east of Jewish Cemetery from national speed limit to 40mph speed limit where buses do not go through. We are not proposing any road humps along these roads.
QQ001/6 (Jeff Stafford, Havering Cuclists, London Cycling Campaign & Sustrans)	I congratulate the Council for the proposal to cut down speeds along these roads. But in my opinion, cutting them to 40mph is not enough. They should all be 30mph. However, I do support this scheme should there be no scope to modify the proposal at this stage.	Staff considered that the proposed measures are adequate at present. Any other changes could be considered at a later date.
QQ001/7 (Ray Whitehouse, Havering Cyclists)	I fully support Jeff Stafford's response. All roads should be 30mph rather than 40 if at all possible.	Staff considered that the proposed measures are adequate at present. Any other changes could be considered at a later date.

<b>AVELEY ROAD</b>		
QQ001/8 (Resident, Chafford Farm House)	I approve the changes to the speed limit to 40mph in Aveley Road. However further changes are required to make the road safer for drivers. I believe street lights should be added to improve night vision.	Staff considered that the proposed measures are adequate to minimise accidents. Further measures could be considered at a later date.
QQ001/9 (Resident, Damyn's Colts)	1 Hall I would like to see a 30mph limit to all the roads including Aveley Road as large number of accidents to Aveley Road and the surrounding roads.	Staff considered that the proposed measures are adequate to minimise accidents. Further measures could be considered at a later date.
QQ001/10 (Resident, Bungalow)	1 I agree with the speed limit reduction from 50 to 40 along Aveley Road.	-
<b>BERWICK POND ROAD</b>		
QQ001/11 (Resident)	I largely support the idea of speed limit reductions and am a regular user of these roads. I think some of the speed limit changes are preposterous. All speed limits should be 10mph drop.	Staff considered that the proposed measures are adequate to minimise accidents. Further measures could be considered at a later date, if necessary.
<b>BIRD LANE</b>		
QQ001/12 (Resident)	As a resident of Bird Lane, I welcome the proposed speed limit changes, however there are three blind bends in the lane being wide enough only for one car. I hope you will consider reducing the speed limit to 20mph.	Staff considered that the proposed 30mph speed limit is adequate at present. Further measures could be considered at a later date, if necessary)
QQ001/13 (Resident)	I can only comment on Bird Lane, my address. Bird Lane is a very narrow unlit lane with over grown hedges and trees neglected. Bird Lane also used by the people from the stables in Hall Lane, walking their horses to the field. It also attracts lots of walkers. In my opinion the speed limit should be 20, not 30.	Staff considered that the proposed 30mph speed limit is adequate at present. Further measures could be considered at a later date, if necessary)



QQ001/14 (Resident, Pantile cottages)	1	This is a good thing that is being addressed and I agree a radical change to speed limits is so necessary. A 20mph would be much safer to the proposed 30mph if this could be possible.	Staff considered the proposed 30mph speed limit is adequate at present Further measures could be considered at a later date, if necessary)
<b>BRAMBLE LANE</b>			
QQ001/15 (Resident, Bramble Farm)		Please take this email in support of your proposals to reduce the speed limit along Bramble Lane and Aveley Road. I feel that a reduction in speed in these two roads will only benefit local residents' safety and also other road users such as cyclists, runners and horse riders.	-
<b>FEN LANE</b>			
QQ001/16 (Resident, Cottage)	May	One resident - I would prefer that our road is left alone as it seems to have managed to work for its intended purpose very well so far. Another resident – I object to the proposals to reduce speeds and safety improvement for the following reasons. - I do not feel a 30mph speed limit is necessary on rural roads without houses. - I do not think speed humps and width restrictions should be implemented. - Signage and speed flashing signs are also over-used in the borough and ruin the nature of the environment.	Staff considered that the proposed 30mph speed limit is necessary to improve road safety along this road.
QQ001/17 (Resident, Home Farm)		This would make perfect logic sense when major roads like the A128 & A13 are only 50mph. If these speeds are to be reduced then I recommend that they are policed.	The Metropolitan Police will enforce the speed limits.
<b>NAGS HEAD LANE</b>			
QQ001/18 (Resident)		I live on Nags Head Lane and my husband and I would support a change to 30 or 40mph.	-
<b>PEA LANE</b>			
QQ001/19 (Resident, Maytree Cottage)		We would totally endorse its contents. We look forward to the speed restrictions being implemented at the earliest opportunity. Also provide 30mph restriction at the Denises/Pea Lane	Staff considered that the proposed speed limit changes are adequate to minimise accidents in the area.

	crossing.	
<b>ST MARY'S LANE</b>		
QQ001/20 (Resident)	I am very happy that something finally is going to be done. A 30/40mph limit along this stretch of road is sensible and not too low to cause unnecessary traffic.	-
QQ001/21 (Resident)	I do not believe reducing from National Speed Limit to 40mph goes far enough in supporting these targets and would recommend to reduce to 30mph with speed restrictions	Staff considered that the proposed 30/40mph speed limits are adequate to improve road safety along this road. Introducing 30mph speed limit along St Mary's Lane east of Warley Street is not necessary at present. The 30mph speed limit could be considered at a later date, if necessary.
QQ001/22 (Resident, 6 Franks Cottages)	The section of my road is currently a 40mph speed limit with the 50mph limit starting just after our cottages. I would very much like to see the speed limit on this entire section of the road reduced to 30mph.	Staff considered the proposed 40mph speed limit is adequate at present to improve road safety along this stretch of road. Further measures could be considered at a later date, if necessary)
QQ001/23 (Resident)	I think it is unnecessary on this part of road, 40 may be 30 is way too slow.	The proposal is to make 30mph for urban built up area and 40mph for rural area.
<b>SUNNINGS LANE</b>		
QQ001/24 (Resident)	I think it's a very good idea to reduce the speed limit to 30mph.	-
<b>TOMKYN'S LANE</b>		
QQ001/25 (Resident)	Reduce speed limit to 20mph and prohibit 3.5t vehicles	Staff considered that 30mph speed limit is adequate at present to improve road safety. Further proposals could be considered at

		a later date if necessary.
QQ001/26 (Resident, 5 Grays Cottages)	We are pleased to hear that at last there is an effort to control the speed of traffic in this area.	-
QQ001/27 (Resident, 1 Grays Cottage)	The proposals are most welcome. I agree with your proposals with the exception of Tomkyns Lane which should have a speed limit of 20mph not 30mph.	Staff considered that 30mph speed limit is adequate at present to improve road safety. Further proposals could be considered at a later date if necessary.
QQ001/28 Resident, The Cottage, Tylers Common)	The speed limit should be 20mph not 40mph along Tomkyns Lane	Staff considered that 30mph speed limit is adequate at present to improve road safety. Further proposals could be considered at a later date if necessary.
<b>WARWICK LANE</b>		
QQ001/29 (Resident, 1 Redbrick Cottage)	I think it is a great idea. I suggest that the 30mph zone from Upminster Road North be extended past the last houses in Warwick Lane (Ayletts Cottages).	Staff considered that 40mph speed limit is adequate at present to improve road safety. Further proposals could be considered at a later date if necessary.
<b>RURAL ROADS USERS</b>		
QQ001/30 (Resident, Havering)	As a car driver and cyclist, I fully support these proposed changes	-
QQ001/31 (Metropolitan Police, Harold Wood dedicated ward officer)	For safety reasons, I welcome the proposals for speed limit reductions on Nags Head Lane, Warley Road and Tomkyns Lane. Tomkyns Lane would benefit especially, being a single track road coming off the A127 where drivers' judgement of their speed may be distorted due to having just come from the fast road into a country lane.	-
QQ001/32 (Resident, Havering)	Just do it although I would be surprised if any of the roads listed have any significant history of accidents.	-
QQ001/33 (Resident,	I am a resident of Havering and frequently use these roads. I am in favour	Staff considered that the proposed safety

Havering)	of the proposed speed reductions. However there must be some means of slowing traffic to the desired speeds.	measures are adequate to improve road safety at present. Further measures could be considered at a later date, if necessary.
QQ001/34 (Resident, Havering)	I am in favour of the proposed changes to the road speeds in these areas.	-
QQ001/35 Resident, Havering)	While I support your initiative to reduce speeds on rural roads, could we not first address the very real problem of enforcement on residential roads	Staff considered that the majority of residential roads have 20mph speed limit where we have traffic calming measures. The Council rely on the Police enforcement on the residential roads.
QQ001/36 (Resident, Havering)	You have proposed to significantly reduce speeds on these roads but how do you plan to control this? Are we going to see a huge increase in speed cameras on these roads and if so where they are going to be installed.	Staff considered that the proposed safety measures are adequate to improve road safety at present. Further measures could be considered at a later date, if necessary.
QQ001/37 (Resident, Havering)	I am writing to express my support for the proposed changes to reduce the speed limits on the roads specified. I agree that reducing the speed limit on these roads would go some ways to improving safety.	-
QQ001/38 (Resident, Havering)	I wholeheartedly support the proposals to reduce the speed limits on the Nags Head and Warley Road but am sceptical as to how you would successfully implement a limit which nine tenths of the population seem hell bent of disobeying.	-
QQ001/39 Resident, Havering)	I cannot see the point in lowering speed limits in Havering. It will have any affect on drivers. You can put as many restrictions, but unless they are enforced, they are a waste of money	Staff considered that the proposals would improve road safety along these roads.
QQ001/40 (Resident, Havering)	When you change speed limits, you have to ask: Will it make a difference? Can it be enforced? You have to be enforced by Camera.	Staff considered that the proposed safety measures are adequate to improve road safety at present.

		Further measures could be considered at a later date, if necessary.
QQ001/41 (Resident, Havering)	Please take account of Air Quality when introducing traffic control.	Staff considered that the proposed safety measures would affect air quality
QQ001/42 (Resident, Havering)	If speed reduction measures are deemed necessary on these roads, my view is that the crude weapon of road humps should not be used.	We are not proposing speed humps along these roads.
QQ001/43 (Resident, Havering)	I would welcome the speed reductions proposed. I would like to add that a borough wide review should be undertaken to reducing urban speeds to 20mph.	-
QQ001/44 (M&G Investment)	I oppose to these plans for the following reasons: - Accidents are due to bad driving - You need Police on the roads to enforce them	Staff considered that the proposed safety measures are adequate to improve road safety at present. Further measures could be considered at a later date, if necessary.
QQ001/45 (Resident, Havering)	I personally feel this is a very positive move and am happy the Council are taking steps to improve road safety. I personally agree with St Mary's Lane needing reduction of speeds as someone who cycles down the road regularly. I was wondering if there was any to extend this to other roads such as Clay Tye Road and Ockendon Road.	The current speed limits along Clay Tye Road and Ockendon Road is 40mph. We have no plans to change this speed limit.
QQ001/46 (Resident, Havering)	I was extremely happy to read in your recent May edition of Havering Living that plans are in place to reduce speeding on rural roads. This is brilliant. However, I believe other roads should be affected by these plans, namely Southend Road, Rainham,	We have no plans to reduce speeds along Southend Road as it is already 30mph road.
QQ001/47 (Resident, Havering)	I read recently on the Havering Living. Plans for Romford were not included. Mawney Ward and surrounding wards need speed signs or at least the speed limits painted on the roads.	Romford and Mawney Ward roads are already subject to 30mph or 20mph speed limits. No plans to reduce the speed limits along these roads.

QQ001/48 (Resident, Havering)	I am a frequent user of several of the rural roads around Gerpins Lane between Rainham and Upminster. I would welcome a lowered speed limit on those roads. I feel safest at 40mph or lower.	-
QQ001/49 (Resident, Havering)	I was very surprised to see the following road 'not' on your list- Newbury Gardens, Norfolk Road and Hacton Lane.	These roads are not rural roads. We have no plans to do anything along these roads.
QQ001/50 (Resident, Havering)	I have just seen the list of roads which you propose to restrict speeds. However, you have not included the road I live, namely Avon Road, Upminster	This road is not a rural road. We have no plans to do anything along this road.
QQ001/51 (Resident, Havering)	I totally agree there should be a 40mph speed limit on these roads.	
QQ001/52 (Resident, Havering)	I fully support the planned reduction of speed limits along these roads as I am a motorist, cyclist and pedestrian.	-
QQ001/53 (Resident, Havering)	Your article in the Recorder, what is a good idea. How do you enforce it?	Minor safety improvements are proposed. It is a self-enforcing scheme.
QQ001/54 (Resident, Havering)	The sooner this is implemented the better. This has the full agreement of us residents.	-
QQ001/55 (Resident, Havering)	The following speed limits need to be proposed. - Tomkyns Lane to 30mph - Nags Head Lane to 50mph - Warley Road 30 or 40mph	We are planning to reduce 30mph or 40mph along these roads.
<p>QQ001/56 to QQ001/69 (Residents, Havering)  Raised issues in their roads. None of the issues related to rural roads speed limits</p>		

## APPENDIX 2



**Mark Philpotts**  
**Principal Engineer**

Environment  
Engineering Services  
London Borough of Havering  
Town Hall  
Main Road  
Romford RM1 3BB

Ref: QQ001

### **The Resident or Occupier**

Aveley Road, Berwick Pond Road, Bird Lane,  
Bramble Lane, Chequers Road, Dennisses  
Lane, East Hall Road, Fen Lane (Part), Folkes  
Lane, Gerpins Lane, Launderers Lane, Little  
Gerpins Lane, Nags Head Lane, Park Farm  
Road, Pea Lane, St Mary's Lane, Stubbers  
Lane, Sunnings Lane, Tomkyns Lane,  
Upminster Road North (part),  
Warley Street (Part), Warley Road and  
Warwick Lane

**Please call Mr Siva**  
**t** 01708 433142  
**e** [highways@havering.gov.uk](mailto:highways@havering.gov.uk)  
**text relay** 18001 01708 434343

15<sup>th</sup> May 2017

**[www.havering.gov.uk](http://www.havering.gov.uk)**

Dear Sir or Madam;

### **RURAL ROADS SPEED LIMIT CHANGES (VARIOUS LOCATIONS) – PROPOSED 30MPH AND 40MPH SPEED LIMITS AND SAFETY IMPROVEMENTS**

We are currently undertaking feasibility studies to reduce borough wide casualties, particularly where people are being killed or seriously. The rumble strips areas, 30mph and 40mph road markings roundels and vehicle activated signs are proposed to minimise accidents along the rural roads. There have been a total of sixty three personal injury accidents in the vicinity of the above locations over a five year period. Of these sixty three PIAs, one was fatal; five were serious injuries three were serious and fifty seven were slight injuries.

The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% and 25% slight injuries from the baseline of the average number of casualties for 2005-09. The above proposals will help to meet these targets.

Before a decision is made on implementing these proposals, you have the opportunity to comment, which should be in writing to;

The Principal Engineer,  
Environment,  
Engineering Services,  
Town Hall,  
Main Road,  
Romford RM1 3BB.

or by email to [highways@havering.gov.uk](mailto:highways@havering.gov.uk)

Comments should reach us by **2<sup>nd</sup> of June 2017**.

If you have any questions, please do not hesitate in contacting our project engineer, Mr Siva Velup on 01708 433142.

Please note that all comments we receive are open to public inspection.

The decision on the scheme will be made through our Highways Advisory Committee process. The responses to this consultation will be discussed at the committee's meeting on 4<sup>th</sup> of July 2017 at 7:30pm in Havering Town Hall, Main Road, Romford.

The agenda for the meeting, which will include the officer's report, will be available at the meeting and also on the Council and Democracy pages of the Council's website prior to the meeting.

The committee is open to the public and the Council's Constitution allows one person to speak in support and one person to speak in objection to the proposals.

Each person will have up to a maximum of 3 minutes to speak. You must pre-register to Speak on a 'first come first served basis' so if you are not the first person to register it is unlikely you will be able to speak to the committee. If you wish to register to speak to the committee please contact Taiwo Adeoye on 01708 433079 no earlier than 27<sup>th</sup> June 2017 and at least two days prior to the meeting.

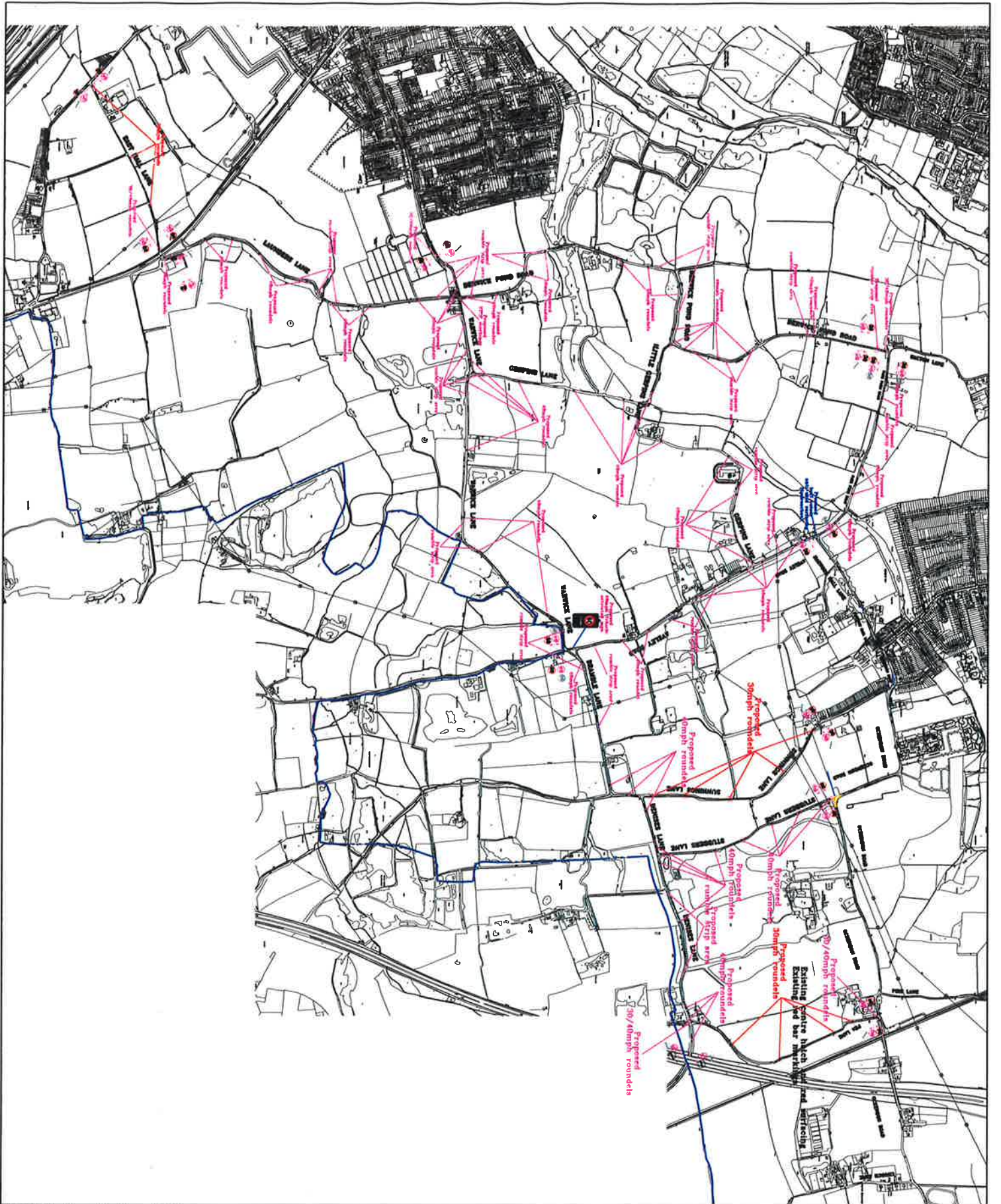
The committee will seek to review all of the issues connected with the proposals and make a recommendation to the Cabinet Member for Environment, Regulatory Services and Community Safety, who will make the final decision on the scheme. There are usually a number of schemes to be discussed by the committee and it may be late in the evening before the scheme is considered.

Yours faithfully,

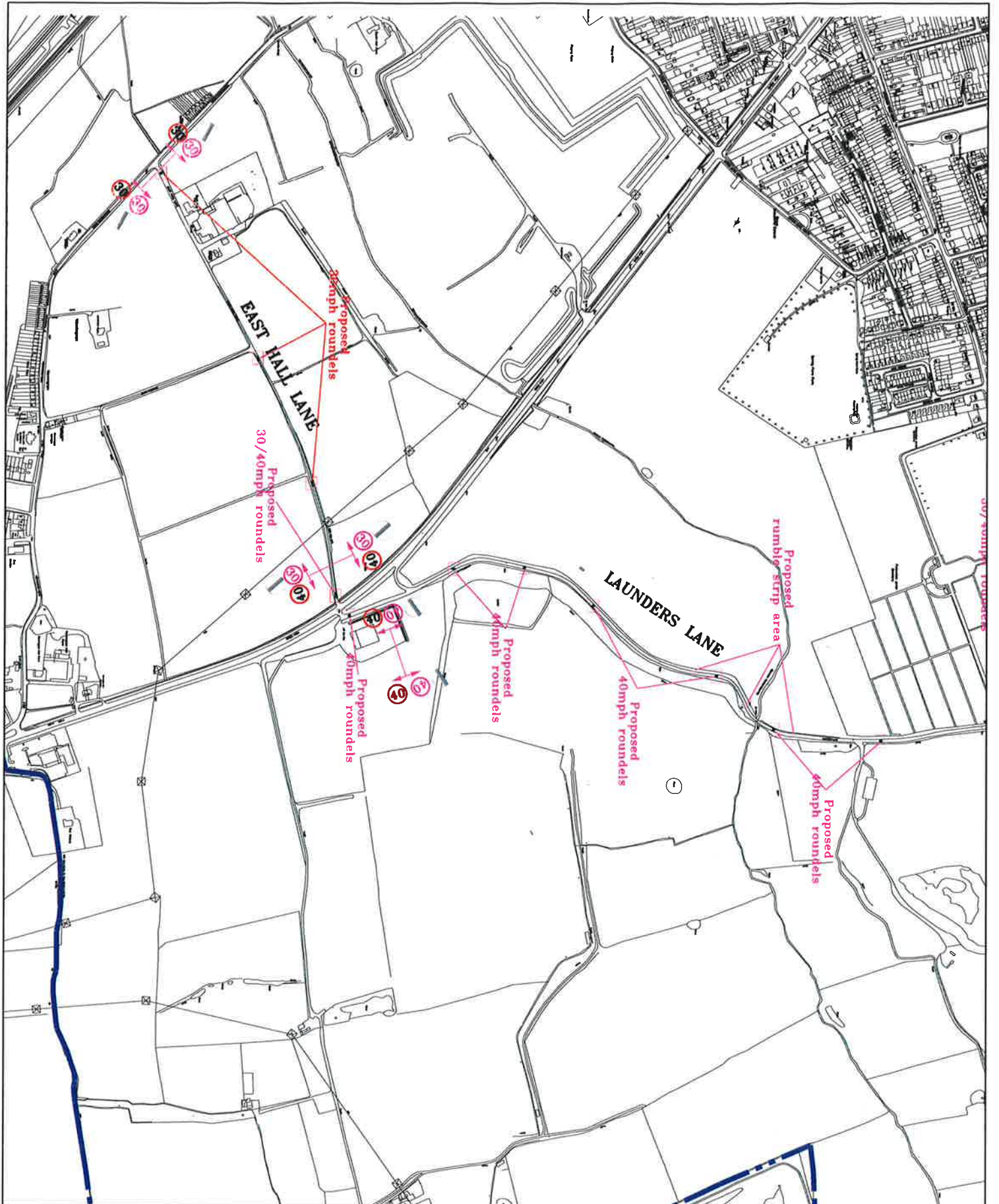
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**Mark Philpotts** CEng MICE FCIHT FIHE PIEMA  
Principal Engineer  
Engineering Services





<b>RURAL ROADS SPEED LIMIT CHANGES</b>			
<b>ACCIDENT REDUCTION PROGRAMME</b>			
<b>PROPOSED</b>			
<b>40MPH SPEED LIMIT AND</b>			
<b>SAFETY IMPROVEMENTS</b>			
CONSULTATION			
DATE	BY	FOR	APPROVED
00001/21/1			



**PURPOSE** PURPOSE

**NOTES**

**DISCLAIMER:**  
 The drawings herein are the property of the Engineer. They shall not be used for any other purpose without the written consent of the Engineer. The Engineer is not responsible for any errors or omissions in the drawings or for any consequences arising therefrom. The Engineer is not responsible for any accidents or damage resulting from the use of the drawings.

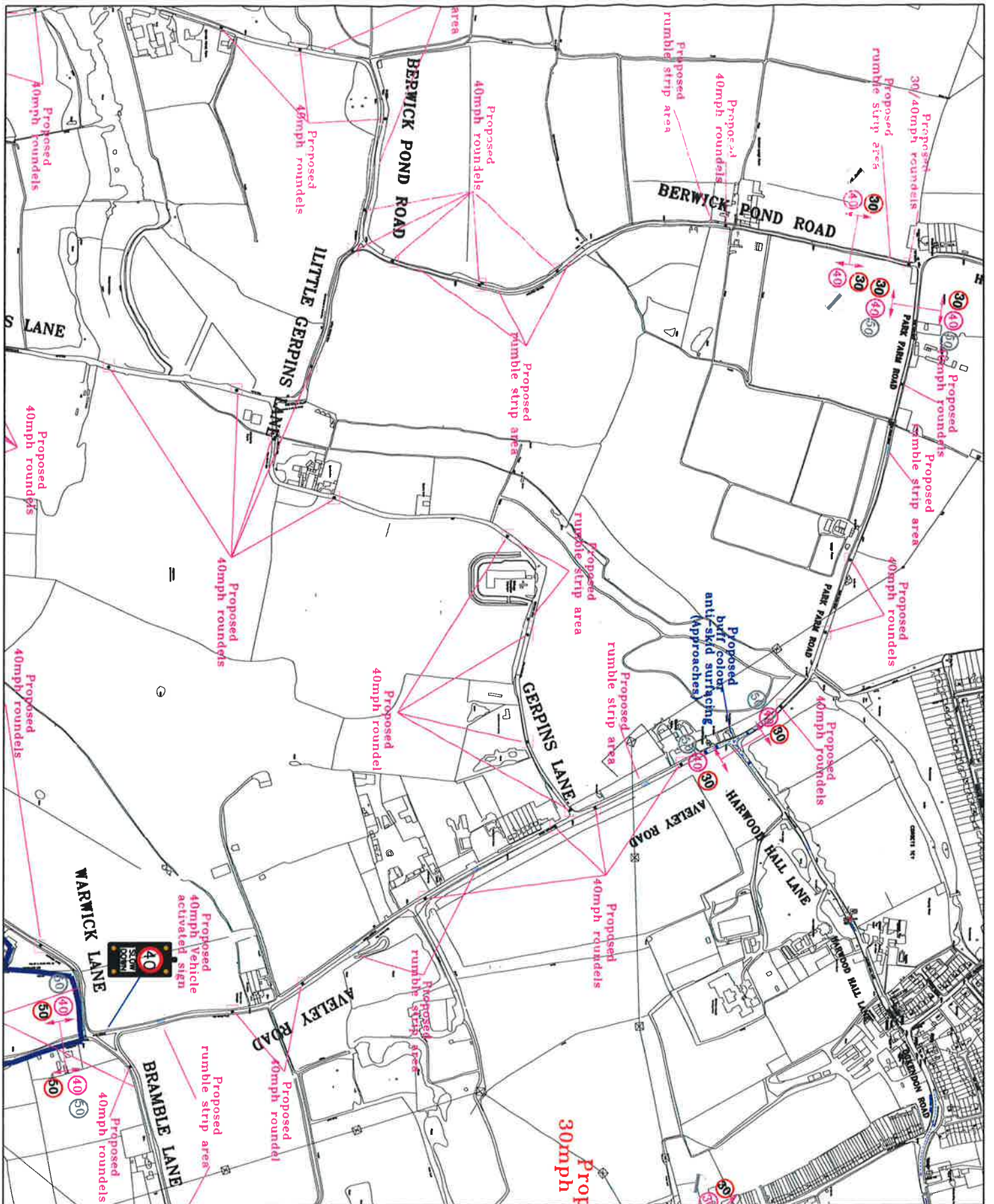
**JOB TITLE**  
 RURAL ROADS SPEED LIMIT CHANGES  
 ACCIDENT REDUCTION PROGRAMME

**DRAWING TITLE**  
 PROPOSED  
 30MPH/40MPH SPEED LIMITS AND  
 SAFETY IMPROVEMENTS

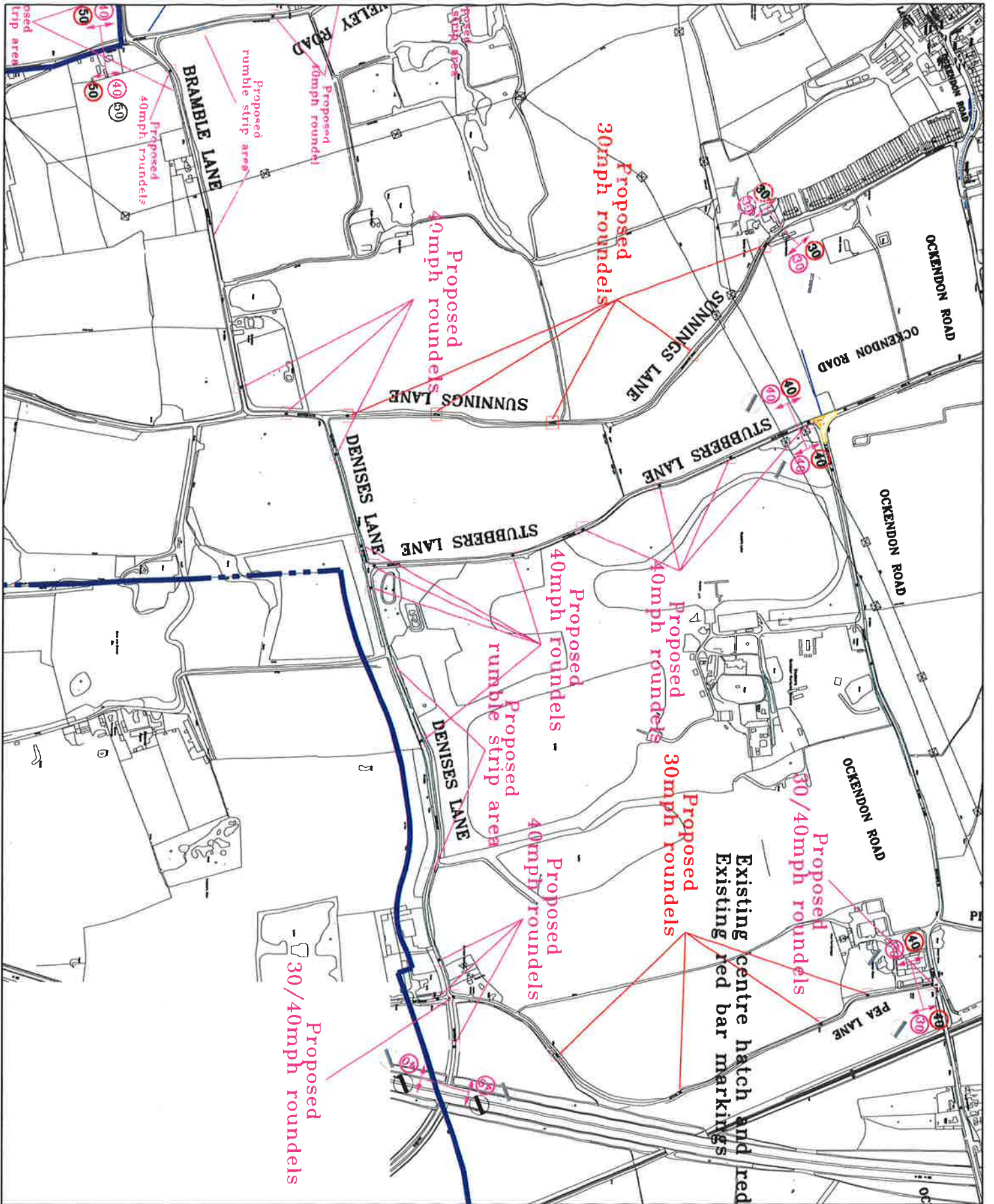
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REVISION	AMENDMENT	DATE

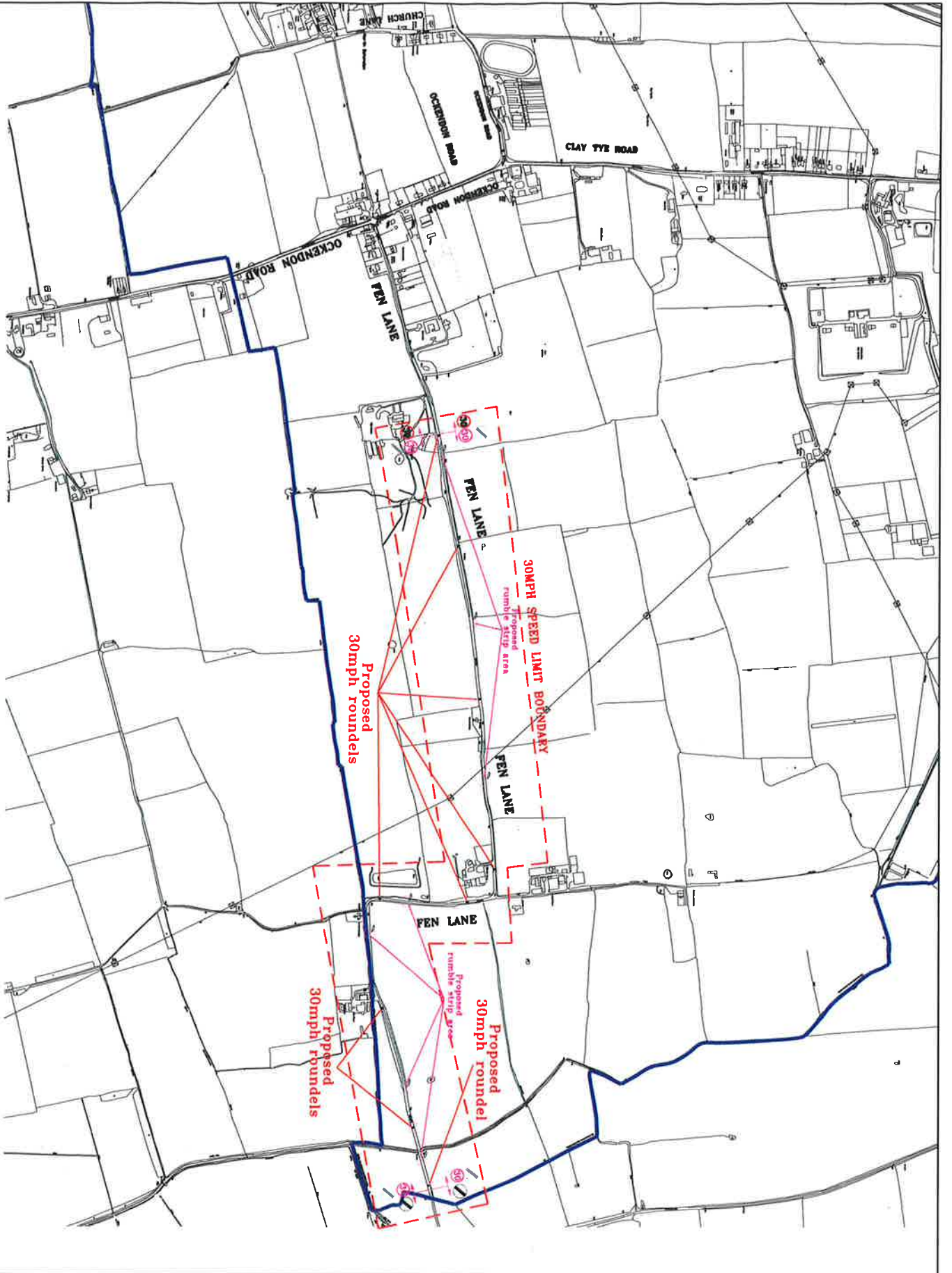




PURPOSE		PURPOSE	
<p>©CDP/RS&amp;H          The drawings herein are the property of the client and shall remain the property of the client. No part of these drawings shall be reproduced without the prior written permission of the client. The client shall be responsible for the accuracy of the information provided to the consultant. The consultant shall not be held responsible for the accuracy of the information provided to the client. The consultant shall not be held responsible for the accuracy of the information provided to the client. The consultant shall not be held responsible for the accuracy of the information provided to the client.</p>			
NOTES			
<p>JOB TITLE          RURAL ROADS SPEED LIMIT CHANGES          ACCIDENT REDUCTION PROGRAMME</p>			
DRAWING TITLE PROPOSED 40MPH SPEED LIMIT AND SAFETY IMPROVEMENTS			
DRAWN BY	CHECKED BY	APPROVED BY	
VS	VS	MP	
SCALE	DATE	DRAFT	
NTS	APR17	ISSUE	
ACAD REF:		DRAWING No	
Sheet Size: A3 (297x420)		00001-P1-4	
REVISION	DATE		



PURPOSE		PURPOSE	
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NOTES			
<p>JOB TITLE          RURAL ROADS SPEED LIMIT CHANGES          ACCIDENT REDUCTION PROGRAMME</p>			
DRAWING TITLE			
<p>PROPOSED          30MPH/40MPH SPEEDS LIMIT AND          SAFETY IMPROVEMENTS</p>			
DRAWN BY	CHECKED BY	APPROVED BY	
VS	VS	MP	
SCALE	DATE	DRAFT	
NTS	APR 17	ISSUE	
ACAD REF:	DRAWING No	REVISION	
Sheet Size: A3 (297x420)	00001-P1-5		

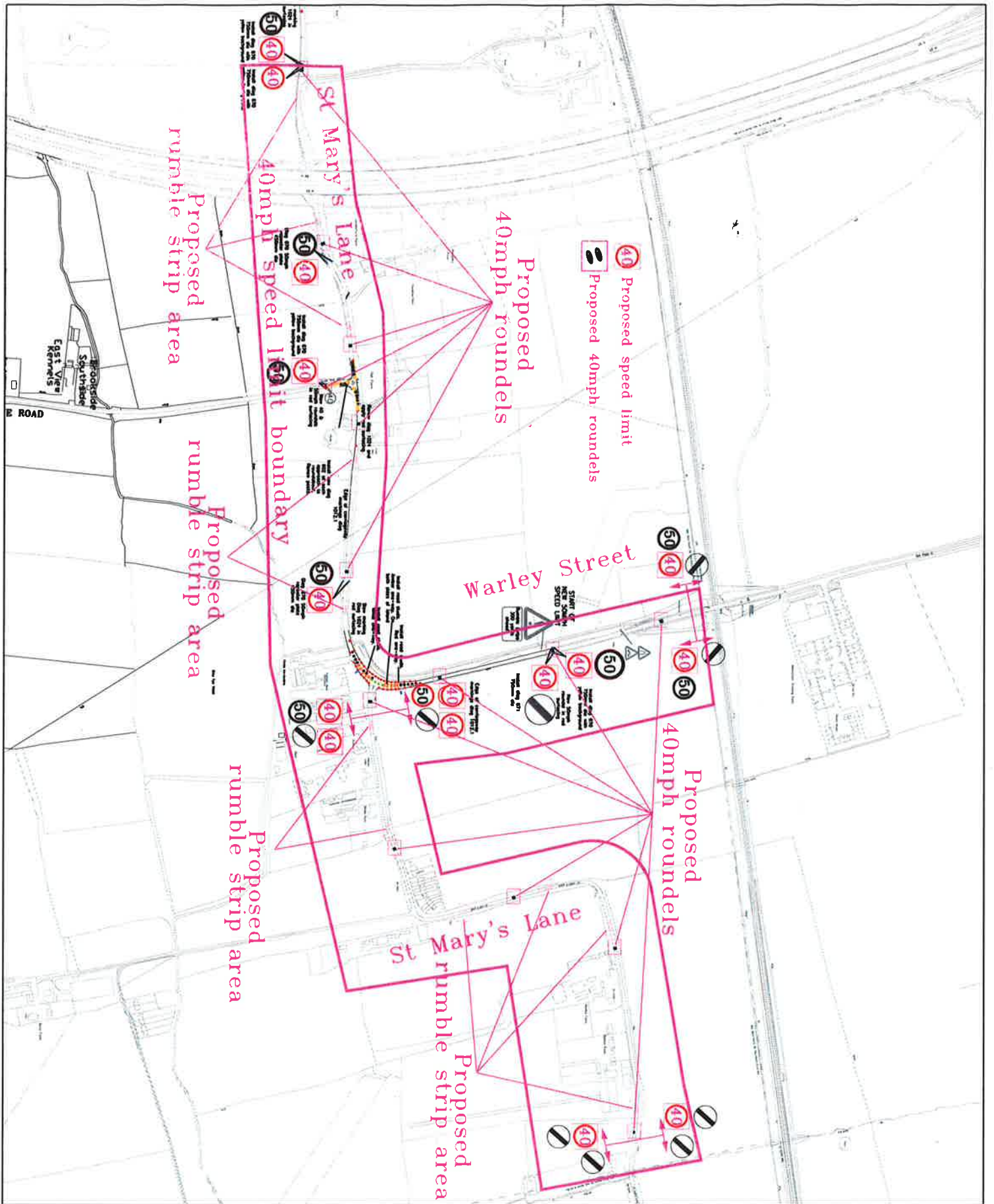


**PURPOSE** PURPOSE

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**NOTES**

JOB TITLE		DRAWING TITLE	
RURAL ROADS SPEED LIMIT CHANGES		PROPOSED 30MPH SPEED LIMIT AND SAFETY IMPROVEMENTS	
ACCIDENT REDUCTION PROGRAMME			
DESIGNED BY	CHECKED BY	APPROVED BY	DATE
VS	VS	MP	
SCALE	DATE	DRAFT	
NTS	APR17	ISSUE	
ACAD REF:	DRAWING No	REVISION	
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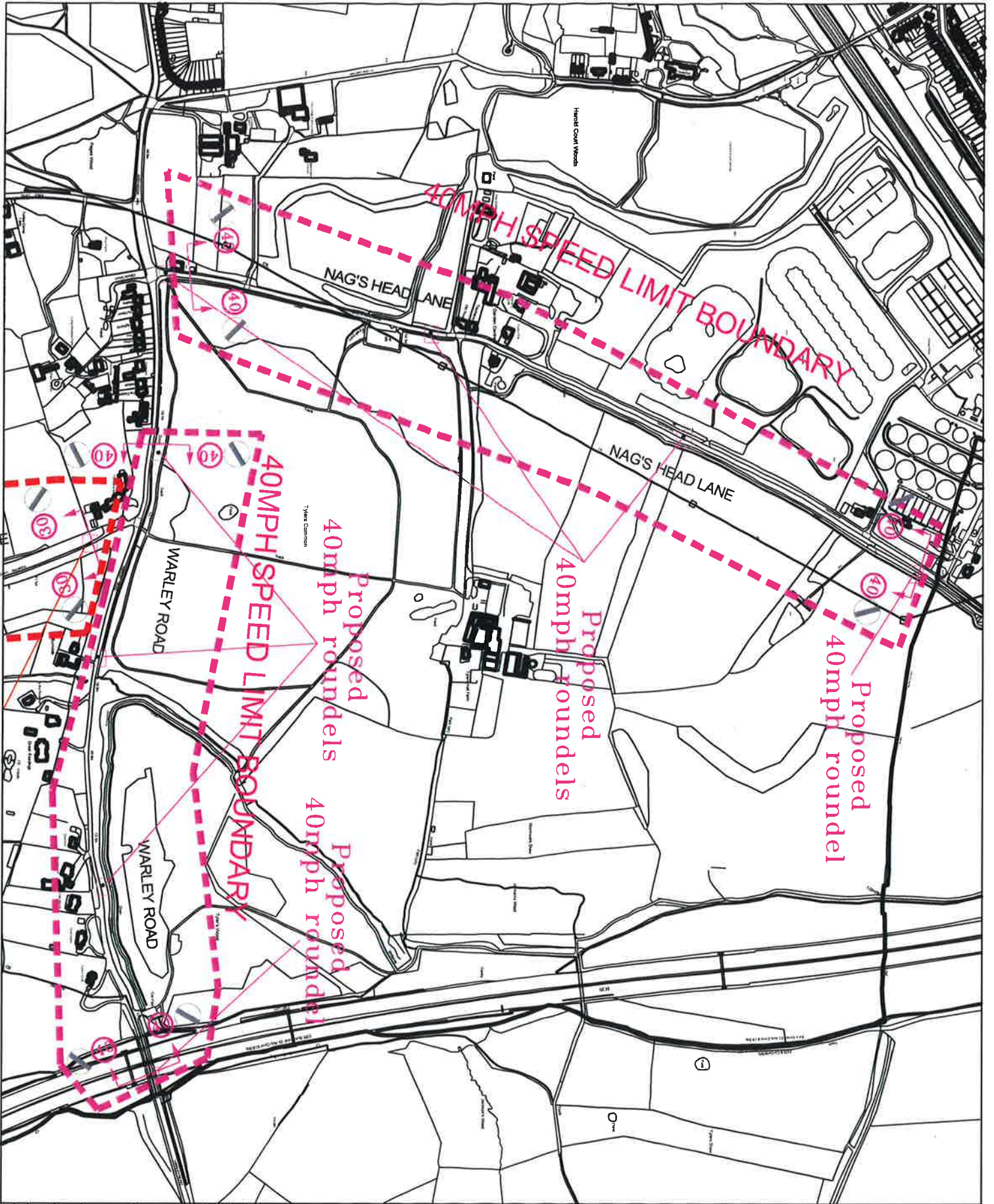


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**NOTES**

<b>REVISION</b> REVISION NUMBER DATE	
<b>JOB TITLE</b> RURAL ROADS SPEED LIMIT CHANGES ACCIDENT REDUCTION PROGRAMME	
<b>DRAWING TITLE</b> PROPOSED 40MPH SPEED LIMIT AND SAFETY IMPROVEMENTS	
<b>DOWN BY</b> VS	<b>CHECKED BY</b> VS
<b>SCALE</b> NTS	<b>DATE</b> MAR17
<b>ACAD REF:</b> Sheet Size: A3 (297x420)	<b>DRAWING No</b> 00001-P2-1



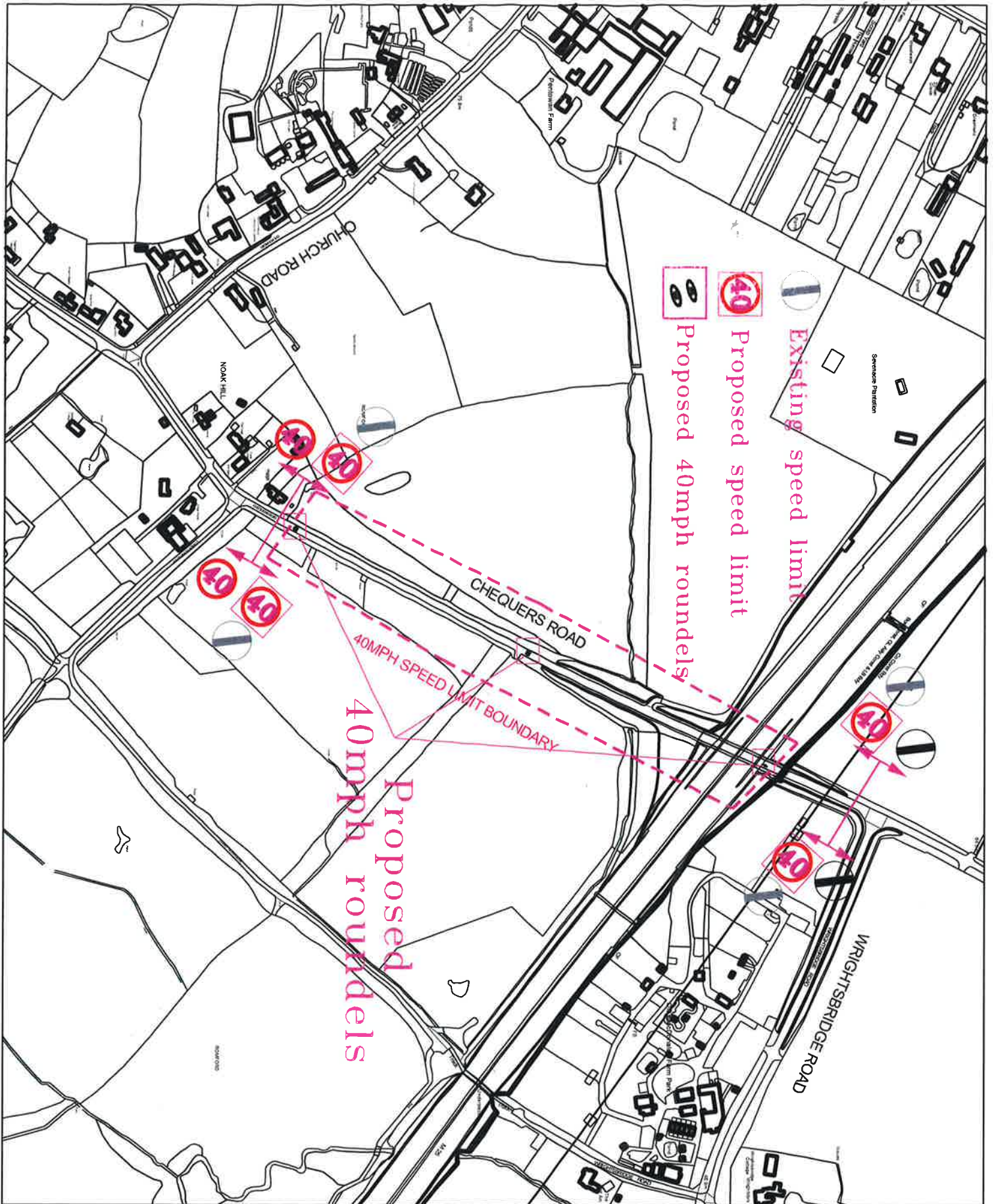
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**NOTES**

<b>JOB TITLE</b> RURAL ROADS SPEED LIMIT CHANGES ACCIDENT REDUCTION PROGRAMME		<b>REVISION</b> AMENDMENT DATE	
<b>DRAWING TITLE</b> PROPOSED 40MPH SPEED LIMIT AND SAFETY IMPROVEMENTS		<b>DATE</b> APR-17	
<b>DRAWN BY</b> VS	<b>CHECKED BY</b> VS	<b>APPROVED BY</b> MP	<b>DATE</b> APR-17
<b>SCALE</b> NTS	<b>DATE</b> APR-17	<b>ISSUE</b> ISSUE	<b>REVISION</b> 000001-P3-1







Proposed  
40mph roundels

Existing speed limit  
Proposed speed limit  
Proposed 40mph roundels

40MPH SPEED LIMIT BOUNDARY

PURPOSE		PURPOSE	
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<p><b>NOTES</b></p>			
<p><b>JOB TITLE</b> RURAL ROADS SPEED LIMIT CHANGES ACCIDENT REDUCTION PROGRAMME</p>			
<p><b>DRAWING TITLE</b> PROPOSED 40MPH SPEED LIMIT AND SAFETY IMPROVEMENTS</p>			
<p><b>REVISION / AMENDMENT</b></p>		<p><b>DATE</b></p>	
<p><b>Haverling</b> <small>LOCAL AUTHORITY</small></p>			
<p><b>DRAWN BY</b> VS</p>	<p><b>CHECKED BY</b> VS</p>	<p><b>APPROVED BY</b> MP</p>	<p><b>DATE</b> APR17</p>
<p><b>SCALE</b> NTS</p>	<p><b>DATE</b> APR17</p>	<p><b>DRAFT</b></p>	<p><b>ISSUE</b></p>
<p><b>ACAD REF:</b> AS (297420)</p>	<p><b>DRAWING No</b> 00001-P4-1</p>	<p><b>REVISION</b></p>	<p><b>DATE</b></p>

**TYPICAL SAFETY MEASURES**

**RURAL ROAD SPEED LIMIT CHANGES**

**30MPH AND 40MPH ROUNDEL ROAD MARKINGS**



**RUMBLE STRIP AREAS**



**40MPH SPEED LIMIT SIGN AND ROUNDEL ROAD MARKINGS**



## HIGHWAYS ADVISORY COMMITTEE

Tuesday 4 July 2017

<b>Subject Heading:</b>	<b>Lister Avenue Area Parking review – comments to advertised proposals</b>
<b>CMT Lead:</b>	<b>Dipti Patel</b>
<b>Report Author and contact details:</b>	<b>Iain Hardy</b> Technical Officer <a href="mailto:Schemes@havering.gov.uk">Schemes@havering.gov.uk</a>
<b>Policy context:</b>	<b>Traffic &amp; Parking Control</b>
<b>Financial summary:</b>	<b>The estimated cost of implementation is £8,000 and will be met by the Parking Strategy Investment (A2017)</b>

**The subject matter of this report deals with the following Council Objectives**

Havering will be clean and its environment will be cared for	[x]
People will be safe, in their homes and in the community	[x]
Residents will be proud to live in Havering	[x]

**SUMMARY**

Harold Wood Ward

This report outlines the results of the formal consultation to introduce a residents parking scheme in the Lister Avenue Area and recommends a further course of action.

**RECOMMENDATIONS**

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that:
  - (a) the proposals to introduce a residents parking scheme, operational between 10am and 2pm Monday to Friday inclusive and the related 'At any time' waiting restrictions, as shown on the plan in **Appendix B**, be implemented as advertised;
  - (b) the effects of any implemented proposals be monitored.
2. Members note that the estimated cost of this scheme as set out in this report is £8,000, which will be met by the Parking Strategy Investment (A2017).

## REPORT DETAIL

### 1.0 Background

- 1.1 At its meeting in November 2016, this Committee agreed in principle to review the parking restrictions in the Lister Avenue area, due to increasing complaints about the level of non-residential parking in the area. The increase in parking demand results from the South Bank University, the construction works on the bridge on the A127 and Tesco in Whitelands Way implementing a 3 hour maximum stay in their car park.
- 1.2 On 28<sup>th</sup> October 2016, residents and businesses that were perceived to be affected by the review were sent letters and questionnaires, with a return date of 18th November 2016 for receipt of representations. The responses to the questionnaire were collated and reported to this Committee at its meeting on 7<sup>th</sup> February 2017. A copy of the Committee report is appended to this report at Appendix C.
- 1.3 At the meeting on 7<sup>th</sup> February 2017, this Committee considered the responses received to the informal consultation exercise and agreed that residents of the area should be formally consulted on a designed residents parking scheme.
- 1.4 On 12<sup>th</sup> May 2017 residents were formally consulted on a residents parking scheme operational 10am to 2pm Monday to Friday inclusive, along with associated double yellow lines for access and safety reasons. Copies of the consultation letter and the plan of the proposals are appended to this report at Appendices D and E respectively. All responses to the formally advertised proposals were to be received by Friday 2<sup>nd</sup> June 2017; one response was received on 5<sup>th</sup> June which has also been included.
- 1.5 During the consultation period five responses were received to the proposals, all of which are outlined in the table appended to this report at Appendix A. It is felt that the only real issue raised by the respondents is that they feel that residents should not be charged for the parking permit provision as they are not causing the problem.
- 1.5 All Ward Councillors were sent consultation documents on the 12<sup>th</sup> May 2017 advising them of the proposals. All Ward Councillors are in favour of the scheme.

## 2.0 Staff Comments

- 2.1 Given the very low level comment from the residents and the continuing reports of parking problems on the estate, which the Ward Councillors are receiving, it is recommended that the residents parking scheme be implemented as advertised and that the adjoining unrestricted roads in the area be monitored to gauge the level of any displaced parking.

### IMPLICATIONS AND RISKS

#### Financial implications:

This report is asking HAC to recommend to the Cabinet Member the implementation of the above scheme

The estimated cost of £8,000 for implementation will be met by the Council's allocation for Parking Strategy Investment approved budget (A2017).

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Environment and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Environment Revenue budget.

#### Legal implications and risks:

The Council's power to make an order creating a controlled parking zone is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984").

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

**Human Resources implications and risks:**

It is anticipated that the enforcement activities required for these proposals can be met from within current staff resources.

**Equalities implications and risks:**

Parking restrictions in residential areas are often installed to improve road safety and accessibility for residents who may be affected by long-term non-residential parking.

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, children, young people and older people), this will assist the Council in meeting its duty under the act.

Residents of the estate have been consulted twice within this process and it is considered that no group with any protected characteristics will be affected by these proposals. In fact, it is considered that disabled drivers find parking easier, as the proposals will significantly reduce the amount of long term non-residential parking.

The proposal have been publicly advertised and were subject to formal consultation. Consultation responses will be carefully considered to inform the final proposals.

There will be some visual impact from further signing and lining works.

**BACKGROUND PAPERS**



Respondent	Summary of resident's comments	Staff Comments
Resident	From a resident of Nightingale Crescent The resident seems confused about the private allocated parking bays that already have parking signs up in these areas and cannot see why residents should have to pay to park in these areas.	The private marked out parking areas will not be included in these proposals and residents will not have to pay to park in them
Resident	The resident of Nightingale Crescent who agrees with the proposed restriction, as they return home in the early afternoon and can find nowhere to park. They advise there is non-residential parking in the area that is particularly bad at both ends of Lister Avenue and have received two parking tickets because of the lack of space. They want the situation sorted out as soon as possible.	The resident is clearly in favour of the scheme
Resident	<p>Resident of Whitmore Avenue, who has lived in the property for just less than 24 years, having moved in when the property was first constructed. They outline that the family support the introduction of a Residents Parking Scheme. However they make a number of comments that are listed below:-</p> <p>They are concerned about how the need has arisen, the excessive parking, the difficulties now being experienced and the burden of the cost proposed.</p> <p>Until recently they had 3 cars, not all of which could be parked on the property and it has been necessary for us to park at least one of the vehicles on the road. They do not park directly outside the house but in a way which does not cause any obstruction or disruption to other residents or road users.</p> <p>Within the last year unprecedented levels of parking have been experienced on weekdays throughout the estate. At these times the number of parked vehicles and the parking volumes are so high it is right for us to say that the parking is far in excess of the roads' design and inconsistent with their function. As a result normal use and driving have become significantly more difficult and they have, for example, observed service vehicles having difficulty in accessing the estate.</p> <p>There have also been occasions when we have been unable to park near our house because any space is taken as soon as one of our vehicles is moved.</p> <p>From our observations we have concluded that the excessive levels of parking arise as a result of the parking of students at the nearby London Southbank University.</p> <p>Again, as far as we are aware the use of the Lister Avenue Estate for student parking has</p>	<p>The response outlines the problem that all concerned are aware of, although the cost of permits for every residents parking scheme in the borough are covered by the resident.</p> <p>The residents parking restriction will not apply to the private allocated parking provisions.</p>

	<p>arisen following the introduction of parking restrictions to remedy parking problems at the nearby Polyclinic and surrounding areas. This problem has arisen because someone somewhere has made a mistake and not taken into account the fact that a significant number of those attending the London Southbank University are mature students who use their own vehicles to travel to college and their displacement from the Polyclinic parking. It is also possible that the levels of student parking at the Polyclinic were excessive and measures introduced to overcome the problem. The London Southbank University has been open since 2004 and a brief consideration of the existing levels of parking and the relevant demographic factors would have identified the problem. The excessive parking and the problems now experienced were foreseeable. In the light of the fact that Countryside Properties has paid substantial sums to the Local Authority (which we believe to be in the region of £6 million) and in the light of the fact that detailed arrangements were made for parking on the new Kings Park Estate, we believe that the cost of the Residents Parking Scheme proposed should be borne by the London Southbank University, the Kings Park Estate and the Polyclinic. They feel that the parking problem is not of their making and there is nothing they have done, or could have done, to prevent this problem arising and are being asked to bear the cost of its solution. They feel that this is inappropriate in any event, but where the problem has arisen as a result of the specific land use of third parties, the proposed charges are inequitable and unconscionable. They ask that under the circumstances will the council please confirm that the Scheme will be introduced at no cost to the residents.</p>	
Resident	The resident of Nightingale Crescent who outlined that Monday – Friday the road is a complete nightmare to drive up and down so they think the proposals are a good idea. It is felt that the weekends are fine though and usually from 6pm onwards.	The resident is clearly in favour of the scheme.
Resident	Resident of Whitmore made the following observations The existing double yellow lines shown in blue on my side of the corner cause a problem which had not existed before as (particularly large) vehicles leaving Whitmore Avenue are forced to be on the wrong side of the road. This could be	The proposals will deal with commuter parking, so the existing restrictions may not need to be changed

	<p>improved if the double yellow lines were extended for at least one metre so that vehicles should not stop outside my front room.</p> <p>The drawing does not show the path from the end of Ward Gardens to Lister Avenue also serving nos. 1-4 Ward Gardens (which were built facing Lister Avenue, but having their own path).</p> <p>The failure to provide a pedestrian path to serve the Polyclinic - which I have had to use for X-rays has not been dealt with. Could a footpath be identified either through the parking area at the end of Nightingale Crescent, further round the Crescent or from the path from Mason Drive? It would have been better if one had been made from the end of Whitmore Avenue but the plan does not show all boundaries!</p> <p>I have previously suggested that a pedestrian crossing in Lister Avenue might be provided on a raised (kerb height) bank from the south-eastern end of the double yellow lines to the path on the Green.</p> <p>I should like to have your confirmation of receipt of this e-mail and that a copy has been passed to the Officers dealing with the Parking scheme</p>	<p>This is an issue related to the basemap.</p> <p>This is an issue related to development control.</p> <p>This item has not been identified as a priority.</p> <p>The resident received a telephone call to confirm the receipt of their letter.</p>
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# HIGHWAYS ADVISORY COMMITTEE

7 February 2017

<b>Subject Heading:</b>	<b>Lister Avenue area parking review – results of informal consultation</b>
<b>CMT Lead:</b>	<b>Andrew Blake-Herbert</b>
<b>Report Author and contact details:</b>	<b>Iain Hardy</b> <b>Technical Officer</b> <b><a href="mailto:Schemes@havering.gov.uk">Schemes@havering.gov.uk</a></b>
<b>Policy context:</b>	<b>Traffic &amp; Parking Control</b>
<b>Financial Summary</b>	<b>The estimated cost is £8000</b>

## The subject matter of this report deals with the following Council Objectives

Havering will be clean and its environment will be cared for	[x]
People will be safe, in their homes and in the community	[x]
Residents will be proud to live in Havering	[x]

### SUMMARY

Harold Wood Ward

This report outlines the responses received to the informal consultation undertaken with the residents of the Lister Avenue area, and recommends a further course of action.

## RECOMMENDATIONS

3. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment Regulatory Services and Community Safety;
  - (a) that the proposals to introduce a residents parking scheme in the Lister Avenue area, operational Monday to Friday 10am to 2pm inclusive, (shown on the plan in Appendix A) be designed and publicly advertised.
2. That it be noted that the estimated cost of this scheme as set out in this report is £8000, which can be met from the 2016/17 Medium Term Financial Strategy budget.

## REPORT DETAIL

### 2.0 Background

- 2.1 At its meeting in November 2016, this Committee agreed in principle to review the parking restrictions in The Lister Avenue area, due to increasing complaints about the level of parking in the roads, due to the South Bank University, the construction works on the bridge on the A127 and Tesco in Whitelands Way implementing a 3 hour maximum stay in their car park.
- 2.2 An informal questionnaire was sent out to the residents of the Lister Avenue area and a plan of the review area is appended to this report at Appendix A. Copies of the letter and questionnaire sent to residents are appended as Appendix B and C respectively.
- 2.3 On 28<sup>th</sup> October 2015, residents and businesses that were perceived to be affected by the review were sent letters and questionnaires, with a return date of 18th November 2016. The responses to the questionnaire are outlined in the table appended to this report at Appendix D and the related comments are outlined in the table appended to this report at Appendix E. Some of these responses were received just after the consultation had ended, but they have included.

### 3.0 Results of public consultation

- 3.1 From the 251 letters sent out to the area, 68 responses were received, a 27 % return. Out of the 68 responses 59 answered YES to question 1, that they felt there was a problem in the road, 55 answered YES to question 2, that they were in favour of restrictions. In respect of the options of which days of the week should be restricted, 49 responses favoured Monday to Friday, while 9 responses favoured Monday to Saturday. In respect of the options of which hours of the day that were favoured, 30 responses favoured 10am to 2pm, while 26 responses favoured 8am to 6.30pm. In respect of what form of restriction was favoured, 34 responses favoured the Residents Parking Scheme option, while 22 responses favoured yellow line waiting restrictions. Given these results, it would seem the most supported option would be a Residents Parking Scheme, operational from Monday to Friday 10am to 2pm.

#### 4.0 Staff Comments

- 3.1 From the responses received, it would seem clear that the majority of responses outlined that there was a parking problem in the area and that some form of action needed to be taken. The most popular option would be a Residents Parking Scheme, operational Monday to Friday 10am to 2pm inclusive.
- 3.2 The proposed residents parking provision will limit the longer term parking in Lister Avenue and will give residents and their visitors somewhere to park within the restricted period. However, being so close to the Harold Wood railway station and the Bryant Avenue industrial area, there is always a chance that after the restricted period and on the unrestricted days that the roads could still experience some longer term non-residential parking.

### IMPLICATIONS AND RISKS

#### Financial implications and risks:

This report is asking the Highways Advisory Committee to recommend to the Cabinet Member the implementation of a residents parking scheme in the Lister Avenue area.

The estimated cost of implementing the proposals as described above and shown on the attached plan is £8000, can be funded from the 2016/17 Medium Term Financial Strategy budget.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member – as regards to actual implementation and scheme detail. Therefore, final costs are subject to change

This is a standard project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the StreetCare overall Minor Parking Schemes revenue budget.

#### Related costs to the Permit Parking areas:

<b>Resident &amp; Business permits charges</b>	
Residents permit per year	1st permit £25.00, 2nd permit £50.00, 3rd permit and any thereafter £75.00
Business permit per year	Maximum of 2 permits per business £106.58 each
Visitors permits	£1.25 per permit for up to 6 hours (sold in £12.50 books of 10 permits)

### **Legal implications and risks:**

The Council's power to make an order creating a controlled parking zone is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984").

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officers recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

### **Human Resources implications and risks:**

The enforcement of Controlled Parking Zones is a labour intensive task. Currently, there are sufficient employees to undertake enforcement.

### **Equalities implications and risks:**

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, children, young people and older people), this will assist the Council in meeting its duty under the act.

The proposals included in the report have been informally consulted on and all residents who were perceived to be affected by the review were sent letters and questionnaires.

The recommendation is for proposals to be designed and formally advertised to introduce a Residents Parking Scheme in the Lister Avenue Area, operational from Monday to Friday 10am to 2pm inclusive.





There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled, which will assist the Council in meeting its duties under the Equality Act 2010.



## BACKGROUND PAPERS

Appendix A.  
Appendix B  
Appendix C  
Appendix D  
Appendix E



	
	<p>Scale: 1:2500                  Date: 05 October 2016</p> 
 <p>London Borough of Havering                  Town Hall, Main Road                  Romford, RM1 3BD                  Tel: 01708 434343</p>	<p>© Crown copyright and database rights 2016                  Ordnance Survey 100024327</p>



**Street Management  
Schemes**

London Borough of Havering  
Town Hall,  
Main Road, Romford RM1 3BB

**Email:** [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)

Date: 28<sup>th</sup> October 2016

The Resident/Occupier

Dear Sir/ Madam

**Lister Avenue Area Parking Review**

I am writing to advise you that the Council are proposing a review of the parking situation in the Lister Avenue area.

Currently, there are some junctions in the Lister Avenue area that are covered by double yellow lines, but the majority of the roads in the area are unrestricted.

The aim of this review will be to look at parking and access issues in the Lister Avenue area, while giving the opportunity to residents of having a residents parking scheme being put in to operation.

I have attached a questionnaire that you are requested to complete and return to us by **Friday 18<sup>th</sup> November 2016**.

Please note we are unable to answer individual points raised at this stage. However, your comments will be noted and will be taken into consideration when presenting the final report to the Council Highways Advisory Committee, who will decide if a further course of action is required and any issues will be addressed at that time. All comments received are open to public inspection.

Yours faithfully

*Iain Hardy*

**Iain Hardy  
Technical Officer  
Schemes**



## PARKING REVIEW QUESTIONNAIRE Lister Avenue area

### Traffic & Parking Control Schemes

Town Hall  
Main Road  
Romford  
RM1 3BB

**Name:**

Please call: Traffic & Parking Control

Telephone: 01708 432787

**Address:**

Email: [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)

All responses received will provide the council with the appropriate information to determine whether we take a parking scheme forward to the design and formal consultation stage.

Only one signed and dated questionnaire per address will be considered. Please return to us by **Friday 18<sup>th</sup> November 2016**.

1. In your view, is there currently a parking problem in **your** road to justify action being taken by the Council  Yes

No

If your answer is YES to the above question above, please proceed to the questions below:

2. Are you in favour of your road having parking restriction placed upon it to limit long term non-residential parking?  Yes

No

3. If Yes - over what days of the week would you like any restrictions to operate?  Mon- Fri

Mon - Sat

4. If yes - over what hours of the day would you like any restrictions to operate? These hours are in keeping with the existing restrictions in the area.  10:00am to 2:00pm

8:00am to 6:30pm

5. If yes - what type of restriction would you prefer?  Yellow Lines

Residents Parking

#### For your information:

**Yellow lines** would prevent residents from parking on the lines in the same way as they would non-residents.

**Residents Parking scheme** will permit residents and their visitor to park in the allocated areas, with a valid permit for the area.

Please turn over

**Comments Section** (please limit to 100 words)

**DECLARATION**

Should the Council on making inquiries reasonably consider that a response has been fabricated the questionnaire will be disregarded and the Council reserves the right to pursue appropriate legal action.

We therefore request upon receipt of this questionnaire, by post, that you complete your full name and address along with this declaration and return the form to the postal or email address found at the top.

**Signature:**..... **Date:**.....

## Appendix D



## Lister 'In-Principle' Parking Consultation

Road Name	Address	% Returns	Returns	1. In your view, is there currently a parking problem in your road to justify action being taken by the Council		2. In favour of your road having parking restriction placed upon it to limit long term		Days		Times		Restriction	
				total	Yes	No	Yes	No	Mon / Fri	Mon/ Sat	10am - 2pm	8-6:30	YL
			BARTHOLOMEW DRIVE	38	26%	10	7	2	7	0	5	2	5
CHADWICK DRIVE	14	0%	0	0	0	0	1	0	0	0	0	0	0
FLEMING GARDENS	9	44%	4	4	1	3	1	3	0	1	1	1	2
JARVIS WAY	20	55%	11	10	1	9	1	9	1	5	5	6	4
MASON DRIVE	16	13%	2	2	0	2	0	2	0	2	0	2	0
NIGHTINGALE CRESCENT	32	25%	8	8	0	8	0	7	1	5	3	0	8
Nightingale Crescent Barnard	13	0%	0	0	0	0	0	0	0	0	0	0	0
NIGHTINGALE Florence HOUSE	7	29%	2	2	0	2	0	1	1	0	2	0	2
NIGHTINGALE Fleming HOUSE	7	29%	2	1	1	1	1	1	1	0	1	1	0
NIGHTINGALE Jenner	19	5%	1	1	0	1	0	1	0	0	1	0	1
NIGHTINGALE KILDARE	7	0%	0	0	0	0	0	0	0	0	0	0	0
ORMOND CLOSE	18	0%	0	0	0	0	0	0	0	0	0	0	0
WARD GARDENS	14	14%	2	2	0	2	0	2	0	0	2	1	1
WHITMORE AVENUE	37	22%	8	8	0	7	0	7	1	5	3	4	3
INCOMPLETE		7%	18	14	4	13	4	11	2	7	6	5	8
<b>Total</b>	<b>251</b>	<b>27%</b>	<b>68</b>	<b>59</b>	<b>9</b>	<b>55</b>	<b>8</b>	<b>49</b>	<b>9</b>	<b>30</b>	<b>26</b>	<b>22</b>	<b>34</b>
			27%	24%	4%	22%	3%	20%	4%	12%	10%	9%	14%



Q1%		Q2 %		Days		Times		Restriction	
Yes	No	Yes	No	Mon/Fri	Mon/Sat	10 to 2pm	8-6:30	YL	Residential parking
70%	20%	70%	0%	50%	20%	50%	20%	20%	50%
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
100%	25%	75%	25%	75%	0%	25%	25%	25%	50%
91%	9%	82%	9%	82%	100%	45%	45%	55%	36%
100%	0%	100%	0%	100%	0%	100%	0%	100%	0%
100%	0%	100%	0%	88%	13%	63%	38%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
100%	0%	100%	0%	50%	50%	0%	100%	0%	100%
50%	50%	50%	50%	50%	50%	0%	50%	50%	0%
100%	0%	100%	0%	100%	0%	0%	100%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
100%	0%	100%	0%	100%	0%	0%	100%	50%	50%
100%	0%	100%	0%	88%	13%	63%	38%	50%	38%
78%	22%	72%	22%	61%	11%	39%	33%	28%	44%



## Appendix E

No	Resident Address	Summary of Residents Comments
1	Resident of BARTHOLOMEW DRIVE	This should also include Bartholomew Drive as many times it has been very dangerous because people have been parking and it's very difficult because the road is very narrow as you turn right into Batholomew you always have to drive on the wrong side of the road because non - residential people have parked there. This area is lovely on Saturday because we have plenty of parking on our driveways or other residential parking.
2	Resident of BARTHOLOMEW DRIVE	There are lots of private parking areas around the Lister Avenue area, which unauthorised cars will park in if the roads are restricted. An example is at the end of Barthomolew Drive (residents 44 - 54). There would be no deterrent for people parking in these private resident parking areas.
3	Resident of BARTHOLOMEW DRIVE	The problem started this year. Now cars are parked along Lister Avenue and in front of properties 2 -12 Bartholomew Drive. Recently cars have been parked on both sides of Lister Avenue which causes congestion. Cars are parked between 8am to 6pm. They stay there between those times. Majority from local businesses / for Harold Wood Station. Weekends usually ok.
4	Resident of BARTHOLOMEW DRIVE	It's people parking at the college and the polyclinic that's causing the problem not our residents. As the people that go to the college would have to pay!! So they park free in our outside our house and given abuse about parking. I would agree with a resident parking only scheme.
5	Resident of BARTHOLOMEW DRIVE	Wonderful! In my opinion the current parking situation is way cut of control it's an accident waiting to happen!

6	Resident of CHADWICK DRIVE	This should also include Bartholomew Drive as many times it has been very dangerous because people have been parking and it's very difficult because the road is very narrow as you turn right into Batholomew you always have to drive on the wrong side of the road because non - residential people have parked there. This area is lovely on Saturday because we have plenty of parking on our driveways or other residential parking.
7	Resident of CHADWICK DRIVE	Problems turning at the end at junction of St. Neots.
8	Resident of CHADWICK DRIVE	No to parking restrictions, St Neots Road gets problems.
9	Resident of FLEMING GARDENS	Parking restrictions needs to be implemented as soon as soon as possible. So maybe get an 8am to 6pm restriction would actually be the answer.
10	Resident of FLEMING GARDENS	Fleming Gardens itself has not seen an increase in cars parking in it (due to the limited space available for street parking). However turning out of and into Fleming Gardens is becoming increasingly trickier and more dangerous due to the huge increase in cars parking on neighbouring roads - Bartholomew Drive and Lister Avenue. The problem is much worse on a Monday to Friday I feel has got more of an issue in the past year.
11	Resident of FLEMING GARDENS	I trust the restrictions would include Fleming Gardens and Bartholomew Drive. Would it also be possible to extend the 20mph speed limit to include the whole of Lister Avenue due to excessive speeding by vehicles?
12	Resident of FLEMING GARDENS	More recently the traffic and parking situation has become increasingly unbearable due to hospital staff using our residential roads as a car park. I am aware that staff at the hospital are using this area as they wear badges wound their necks as ID. They park dangerously and I have difficulty turning into my road.

13	Resident of JARVIS WAY	It has now become quite dangerous getting out of our road, Jarvis Way onto Lister Avenue, as cars are parked both sides of Lister and also everywhere in Jarvis Way, restricting our views of oncoming cars. I am often unable to easily reverse off my drive as there are cars parked directly behind.
14	Resident of JARVIS WAY	The non-residential parking in this area is a very severe. Causing a great nuisance to all residential car users and pedestrians. Also the above parkers restrict the slow traffic in the area eg park on both sides of the roads and restrict the view of morning traffic.
15	Resident of JARVIS WAY	The parking situation is getting ridiculous as people have started to park in front of our drives in Jarvis Way therefore we would be grateful if the council take action as soon as possible. The poor rubbish men in their truck cannot enter easily into Jarvis Way and have no choice but drive over the pavement.
16	Resident of JARVIS WAY	Think split parking restrictions would be preferable as follows: 1. Lister Avenue as the main "access" road from Whitelands Way has "yellow lines restriction" (which should also deter /prevent McDonadls customers parking there and discarding their rubbish ) and 2. The residential roads off Lister Avenue (Eg Jarvis Bartholomew, Whitmore, etc) have the "residents parking restriction).
17	Resident of JARVIS WAY	During the past few weeks Jarvis Way has been used for all day parking purposes by non - residents on certain days of the week resulting in blocked driveways for residents.
18	Resident of JARVIS WAY	Some days people are parking on both sides of Lister marking only lane which causes problems which could result in a accident, also if there was a fire engine could have a problem. I think the walk in clinic causes a lot of parking, perhaps they have training or meetings?
19	Resident of JARVIS WAY	Parking on corners in Jarvis Way particularly bad.

20	Resident of JARVIS WAY	Lister Avenue is now a car park for people at the poly tech they park both sides of Lister Avenue making it dangerous, also dust bin lorries find it hard to get through to Jarvis Way as they park in this street as well.
21	Resident of JARVIS WAY	Parking in Jarvis Way is limited anyhow and not in need of building a parking zone. Yellow lines may be necessary to prevent cars from outside the area. Especially Jarvis Way link to Lister Avenue. Many houses in this small road car park on their driveway.
22	Resident of JARVIS WAY	Parking in Jarvis Way is limited anyhow and not in need of building a parking zone. Yellow lines may be necessary to prevent cars from outside the area. Especially Jarvis Way link to Lister Avenue. Many houses in this small road car park on their driveway.
23	Resident of MASON DRIVE	One house in Jarvis has three cars and vans so I suppose they will not be happy about this. Most of the problem is students from Harold Wood college at the poly clinic. Parking where they can and walking through to college.
24	Resident of MASON DRIVE	To install speed humps in Lister Avenue: Since the opening of the "Kings Park Estate" the volume of cars using Lister Avenue (to get to and from the estate) has increased considerably and a high number of the motorists are driving very fast down that short section of road which is Lister Avenue. I would say that they drive down there in excess of 30mph - nearer to 40mph in most instances. I hope you will look into this matter and you will give it your due consideration. Thank you.
25	Resident of NIGHTINGALE CRESCENT	I am happy for residents parking providing it does not cost me any extra money. I wouldn't be able to afford it. This parking problem started when the new housing became available to live in. The drivers appear to be students. The problem is usually between 9am - 3pm Mon - Fri. I was told once residents moved into the new houses, the students were told they could no longer park there.
26	Resident of NIGHTINGALE CRESCENT	It's Harold Wood hospital college people parking outside my house and road in Nightingale Crescent. It's very bad I have seen several arguments and near crashes where people park on the corners of my road. 01708 346 943.

27	Resident of NIGHTINGALE CRESCENT	Since the walk through has opened - linked our estate to Harold Wood station – non-resident people are using our road as a car park - especially the staff / students of the NHS University that backs onto our estate - as thy no parking provision at all. Our road is constantly jammed with non-resident cars - making it inaccessible and it is now getting dangerous with people parking erratically / blocking people in / over corners / drives there will be an accident soon if nothing is done.
28	Resident of NIGHTINGALE CRESCENT	We do not need these resident permits in Nightingale Crescent as well as Lister Avenue. Many thanks. S.J Hall.
29	Resident of NIGHTINGALE CRESCENT	I like in Nightingale and our parking should be involved in the plan not just Lister Avenue, as it will encourage people to park in our street and parking in a nightmare.
30	Resident of NIGHTINGALE CRESCENT	Parking in Nightingale Crescent has been a problem ever since the new flats were built. They have parking spaces round the back of their building but won't park there. We have people coming to visit and cannot park outside. There is an initial van that belongs to people in this other flat that seems to keep parking on the grass verge and also blocking own view coming out of the car park not only is this a problem we now have people parking to attend a clinic or university next to this Polyclinic.
31	Resident of NIGHTINGALE CRESCENT Florence	Please be aware that Nightingale Crescent is being used as tree parking for people using Harold Wood Station Mon to Fri. Dangerously parking on corners - up on pavements and in private parking spaces allocated to the flats here. We would like to be considered for residents parking to please! One day last week we had an emergency vehicle that couldn't actually access the development due to visitors parking on both sides of Lister Avenue and into Nightingale Crescent. Something must be done urgently!
32	Resident of NIGHTINGALE CRESCENT Fleming House	My concern is at the start of the 20mph limit, this is a blind bend, now that residents is Kings Park use this road, more traffic is causing problems when parked cars force a single road for traffic, more awareness of the 20mph restriction is needed as there are many children playing in the area. My enclosed photo shows double yellow lines in and out at the blind bend also more severe humps are needed. Hope this helps?
33	Resident of NIGHTINGALE CRESCENT Jenner House	Parking in our area is very bad. We are here and cannot get parked due to people parking in every road around the Lister Avenue area. The cars that park in our area are from. South Bank College. Something seriously needs to be done so as residents can park in our area.

34	Resident of Ward Gardens	There is now a high volume of traffic parked in Lister Avenue, with cars parked bumper to bumper on both sides of the road on weekdays. This causes difficulty to residents in nearby roads e.g. driving in or out of these roads.
35	Resident of Ward Gardens	Lister Avenue itself should be have yellow lines. This would stop a number of issues
36	Resident of Whitmore Avenue	Single yellow lines to make corner of Whitmore Avenue safer i.e. from Donlde to vehicle crossover - only short length to stop cars using it outside No 2 on many days (two now often since double yellow lines. Short length outside No2 Whitmore Avenue is a concern (long vehicle days) for those leaving. Lister Avenue full now two cook gardens used by builders on two dwellings (Mason Drive - now nearly complete so more space will be available in Lister Avenue).
37	Resident of Whitmore Avenue	We would welcome the introduction of some form of parking restrictions. However, the problem is entirely down to the students parking to attend the South Bank University. According to one student I spoke to, they will be moving in December. I am just concerned that we will have restrictions imposed and the problem will no longer exist.
38	Resident of Whitmore Avenue	There has been excessive parking in our area from the nursing college (Kings Park) which has spilled over into Whitmore Avenue, Mason Drive and Ward Gardens. Views are restricted when driving out of our turning. Large vehicles are finding it difficult to manoeuvre. An accident waiting to happen.
39	Resident of Whitmore Avenue	Lister Avenue is being used at the moment during the week days by people attending the University near the polyclinic mainly and also people using the station. It is very dangerous when pulling out of Whitmore Avenue. If there were to be an emergency, a fire engine would really struggle to get down Lister Avenue! This needs to be put into place ASAP!
40	Resident of Whitmore Avenue	We live in Whitmore Avenue and there is a big problem with cars in Lister Avenue which restricts our view when turning into right. If parking permits were put in place would there be a change it's in? Would yellow lines be put across my dropped kerb?

41	Resident of Whitmore Avenue	Whitmore Avenue has become a car park for commuters utilising Harold Wood Station. When pulling out of Whitmore onto Lister you cannot see traffic coming from any direction due to the double side parking. It has become a very dangerous area for children to cross the road.
42	Resident of Whitmore Avenue	Congestion is caused by students who attend the University in the hospital grounds. Parking should be provided on site and the problem would go away. Turning out of Whitmore Avenue onto Lister Avenue is dangerous and it would be hard for a fire engine to get through.
43	Resident of Whitmore Avenue	Parking is particularly bad in Lister Avenue. When leaving Whitmore Avenue, you cannot see any on-coming traffic and it is dangerous.



IMPORTANT PARKING CONSULTATION  
ENCLOSED

The Resident/Occupier

**Proposed Residents Parking scheme**  
**- Lister Avenue Estate.**

**Street Management  
Schemes**

London Borough of Havering  
Town Hall  
Main Road  
Romford  
RM1 3BB

t 01708 431056 or 433464  
e schemes@havering.gov.uk  
Date 11<sup>th</sup> May 2017  
**www.havering.gov.uk**

Further to our previous consultations I am writing to advise you that the Council are proposing to introduce a Residents Parking Scheme in Lister Avenue, Ward Gardens, Mason Drive, Fleming Gardens, Bartholomew Drive, Chadwick Drive Ormond Close, Jarvis Way, Whitmore Avenue, Nightingale Crescent. These roads will have a permit scheme operational Monday to Friday 10am to 2pm and double yellow lines, operational 'At any time' on junctions and apexes of bends. A plan showing the proposals is enclosed.

The charges for the parking permits are shown in the table below:

<b>Resident &amp; Business permits charges</b>	
Residents permit per year	1st permit £35.00, 2nd permit £60.00, 3rd permit and any thereafter £85.00
Business permit per year	Maximum of 2 permits per business £200 each
Visitors permits	£1.25 per permit for up to 4 hours (sold in £12.50 books of 10 permits)

Please use the link below for frequently asked questions:

<https://www3.havering.gov.uk/Pages/ServiceChild/FAQs-Parking-and-traffic-enforcement.aspx>

Full details of the proposals, including relevant orders, are available for inspection for a period of 28 days at [www.haveringtraffweb.co.uk](http://www.haveringtraffweb.co.uk) or by prior appointment in the Public Advice and Service Centre, Liberty Shopping Centre, Romford, between 9am and 4pm, Monday to Friday. Further information may also be obtained via [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk).

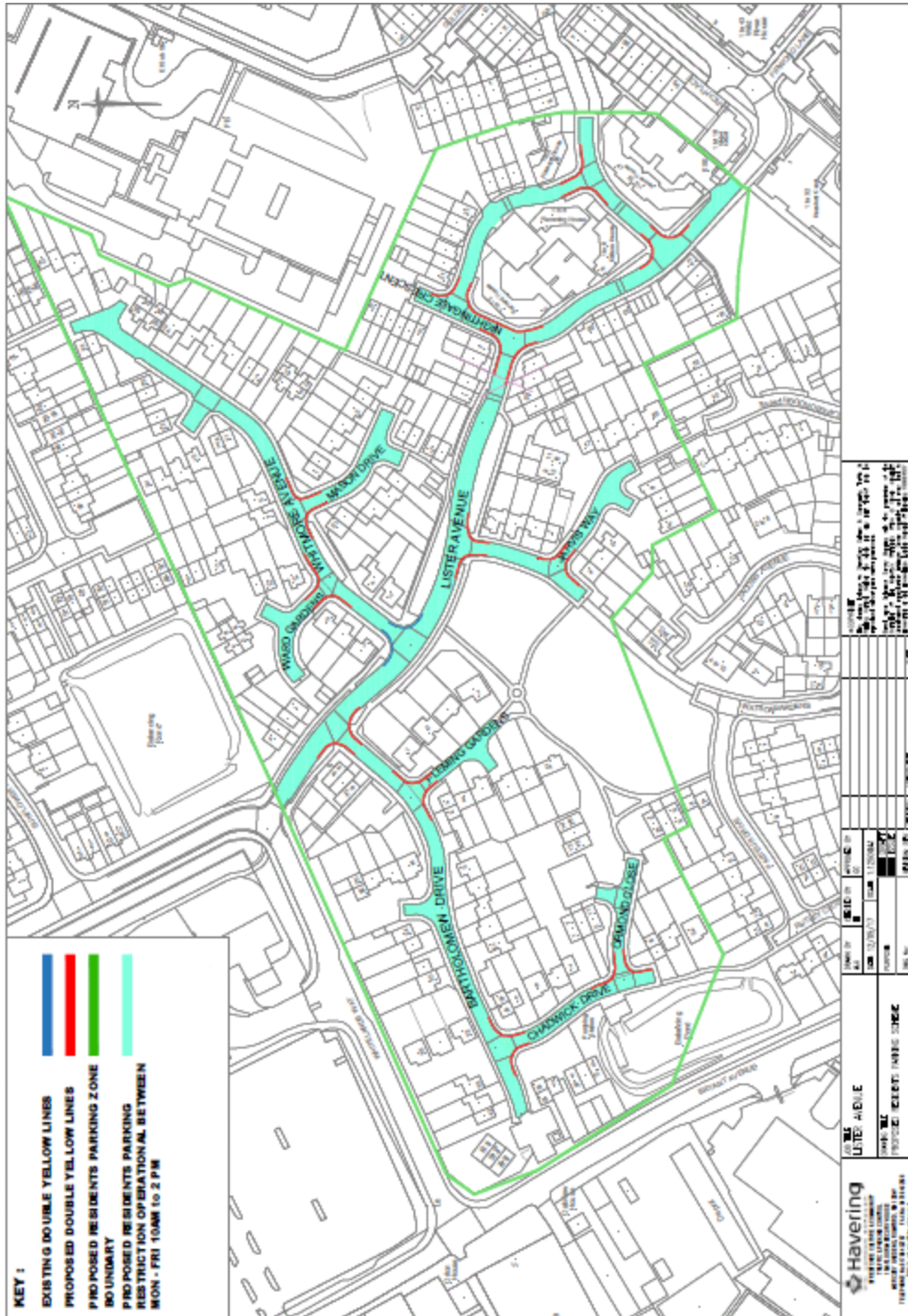
All comments to the proposals should be sent in writing to the Highways, Traffic and Parking Group Manager, Town Hall, Main Road, Romford RM1 3BB to be received by **Friday 2<sup>nd</sup> June 2017**. All objections must state the grounds on which they are made.

Please note we are unable to answer individual points raised at this stage. However, your comments will be noted and will be taken into consideration when presenting the final report to the Highways Advisory Committee in July. All issues will be addressed at that time. All comments received are open to public inspection.

Yours faithfully

Iain Hardy  
Technical Officer, Street Management (Schemes)





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**HIGHWAYS ADVISORY COMMITTEE**

**4 July 2017**

<b>Subject Heading:</b>	TPC755 Cranham Parking Review – Informal Consultation
<b>CMT Lead:</b>	Dipti Patel
<b>Report Author and contact details:</b>	Omar Tingling – Project Engineer <a href="mailto:Omar.tingling@havering.gov.uk">Omar.tingling@havering.gov.uk</a> 01708-431045
<b>Policy context:</b>	Traffic & Parking Control
<b>Financial summary:</b>	The estimated cost of implementation is £7,000 and will be met by the Parking Strategy Investment (A2017)

**The subject matter of this report deals with the following Council Objectives**

- Havering will be clean and its environment will be cared for
- People will be safe, in their homes and in the community
- Residents will be proud to live in Havering

**SUMMARY**

Ward Cranham

This report outlines the responses received to the informal parking consultation undertaken in the Cranham Ward and recommends a further course of action.

## RECOMMENDATIONS

That the Highways Advisory Committee, having considered this report and the representations made, recommends to the **Cabinet Member for Environment Regulatory Services and Community Safety** that the following measures are implemented:

### Appendix A – Plan Cranham 1

1. 24 hour waiting restrictions both sides of the junction of Falkirk Close and Hedingham Rd for a distance of 10m, as shown on the plan in Appendix A Cranham 1;
2. 24 hour waiting restrictions both sides of the junction of Carisbrooke Close and Hedingham Rd, as shown on the plan in Appendix A Cranham 1;
3. 24 hour waiting restrictions outside No. 106 Benets Rd and at the side of 106 Benets Rd, as shown on the plan in Appendix A Cranham 1;
4. 24 hour waiting restrictions at the junction of Frimley Avenue and Somerset Gardens, as shown on the plan in Appendix A Cranham 1;
5. 24 hour waiting restrictions at the junction of Somerset Rd and Holme Rd, as shown on the plan in Appendix A Cranham 1;
6. 24 hour waiting restrictions at the junction of Holme Rd and Benets Rd, as shown on the plan in Appendix A Cranham 1;
7. 24 hour waiting restrictions at the junction of Hedingham Rd and Ashby Close as shown on the plan in Appendix A Cranham 1;
8. 24hour waiting restrictions at the junction of Hedingham Rd and Caernarvon Close, as shown on the plan in Appendix A Cranham 1;

### Appendix A – Plan Cranham 2

9. change to operational time of waiting restriction in Waldergrave Gardens from 8am-9.30am Monday to Friday to 8am-6.30pm Monday to Saturday, as shown on the plan in Appendix A Cranham 2;
10. change to operational time of waiting restriction in Ashburnham Gardens, Waldegrave Gardens and Engayne Gardens from 8am-9.30am Monday to Saturday to 10am to 3pm Monday to Saturday, as shown on the plan in Appendix A Cranham 2;
11. 24 hour waiting restriction on the junction Engayne Gardens and Waldegrave Gardens, as shown on the plan in Appendix A Cranham 2;

12. 24 hour waiting restrictions on the junction of Hall Lane and Ashburnham Gardens, as shown on the plan in Appendix A Cranham 2;
13. 24 hour waiting restriction on the junction of Ashburnham Gardens and Engayne Gardens, as shown on the plan in Appendix A Cranham 2;
14. 24 hour waiting restriction on the west side of Hall Lane at the side of 1 to 54 Huskards as shown in appendix A Cranham 2.

#### Appendix A – Plan Cranham 3

15. 24 hour waiting restrictions outside No's 20 and 25 Kingfisher Rd and at the junction of Kingfisher Rd and Heron Way, as shown on the plan in Appendix A Cranham 3;
16. 24 hour waiting restrictions at the junction of Heron Rd and Nightingale Rd, as shown on the plan in Appendix A Cranham 3;
17. 24 hour waiting restrictions at the junction of Plover Gardens and Heron Way, as shown on the plan in Appendix A Cranham 3;
18. 24 hour waiting restrictions on Heron way outside No's 73 and 78, as shown on the plan in Appendix A Cranham 3;
19. 24 hour waiting restrictions on the junction of Heron Way and Swift Close, as shown on the plan in Appendix A Cranham 3;
20. 24 hour waiting restrictions outside No's 110 and 151 heron Way, as shown on the plan in Appendix A Cranham 3;
21. 24 hour waiting restrictions on the junction of Heron Way and Moor Lane, as shown on the plan in Appendix A Cranham 3;
22. 24 hour waiting restriction on the junction of Moor lane and Nathan Close, as shown on the plan in Appendix A Cranham 3;
23. 24 hour waiting restriction outside No's 58 and 60 Moor Lane, as shown on the plan in Appendix A Cranham 3;
24. 24 hour waiting restriction at the side of No's 43 and 2a Cranham Gardens and outside No's 12 to 6 Cranham Gardens, as shown on the plan in Appendix A Cranham 3;
25. 24 hour waiting restriction on the junction of Cranham Gardens and Park Avenue, as shown on the plan in Appendix A Cranham 3;
26. 24 hour waiting restriction at the junction of Front Lane and Ingerbourne Gardens, as shown on the plan in Appendix A Cranham 3;

27. 24 hour waiting restriction at the junction of Ingrebourne Gardens and Marlborough Gardens and Marlborough Gardens outside No. 12, as shown on the plan in Appendix A Cranham 3;
28. A parking facility outside the shops on Front Lane Monday to Friday 9am to 5pm no return one hour.

#### Appendix A – Plan Cranham 4

29. 24 hour waiting restriction on the north side of Avon Rd, as shown on the plan in Appendix A Cranham 4;
30. 24 hour waiting restriction on Chelmer Rd outside No's 1-5, as shown on the plan in Appendix A Cranham 4;
31. 24 hour waiting restriction outside No 34 Chelmer Rd, as shown on the plan in Appendix A Cranham 4.

<b>REPORT DETAIL</b>
----------------------

1. At its meeting in August 2015, this Committee agreed in principle to the proposals to introduce pay and display parking facilities in Deyncourt Gardens and Waldergrave Gardens. These proposals were progressed separately to this review and have since been implemented.
2. Further to the above, and with reference to a petition received from the residents of Deyncourt Gardens, Waldegrave Gardens and Engayne Gardens, it was also agreed that consideration would be given to the implementation of waiting restrictions in the petitioners roads. Residents requested a split restriction operational for one hour in the morning and one hour in the afternoon. Officers do not consider this restriction to be advisable due to enforceability issues. For this reason it is proposed to consult on a 10am to 3pm Monday to Saturday waiting restriction. Officers consider that the times of this restriction will adequately deal with parking pressures on a Saturday which was raised as a concern of residents and Councillors.
3. Officers suggested that the whole of the Cranham Ward be consulted on parking this was supported by Ward Councillors and commenced in February 2016. A copy of the consultation documentation is contained in Appendix C.
4. The results of the consultation are contained in the table in Appendix B. These results are also represented graphically in appendix B

5. Following the consultation results Officers met with Ward Councillors and it was agreed there was no mandate to conduct further consultation on residential parking.
6. Officers together with Ward Councillors undertook a series of site meetings during which the consulted streets were walked and conclusions were drawn on appropriate measures to alleviate evident parking issues. The proposed measures are set out in this report.
7. Footway bays that are faded will be remarked and signed accordingly.

## IMPLICATIONS AND RISKS

### **Legal implications and risks:**

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in Part I of the Road Traffic Regulation Act 1984 ("RTRA 1984").

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officers recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

### **Human Resources implications and risks:**

It is anticipated that the enforcement activities required for these proposals can be met from within current staff resources.

**Financial implications and risks:**

This report is asking HAC to recommend to the Lead Member to implement the proposed changes as outlined in the recommendations to this report.

The estimated cost of implementing the proposals, including physical measures, advertising and making the Traffic Management Orders is £7,000. These costs will be funded from the Parking Strategy Investment approved budget (A2017).

The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions may be made following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation.

In the unlikely event of an overspend, the balance would need to be contained within the overall Environment Capital budget.

**Equalities implications and risks:**

The Council undertook a postal consultation with residents to ascertain the amount of support to introduce Parking controls within the affected area.

Parking controls have the potential to displace parking to adjacent areas, which may be detrimental to others, including older people, children, young people, disabled people and carers. The Council will be monitoring the effects of the scheme to mitigate any further negative impact.

There will be some visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled people, which will assist the Council in meeting its duty under the Equality Act 2010.

**BACKGROUND PAPERS**




Appendix A



**Haveing**  
 STREET MANAGEMENT  
 CONSULTANTS  
 100 FLOORS WELLS ROAD  
 WINDYBARN, CRANHAM, SOUTH YORKSHIRE  
 TELEPHONE: 01753 820000 FAX: 01753 820001  
 Email: [enquiries@haveing.co.uk](mailto:enquiries@haveing.co.uk)

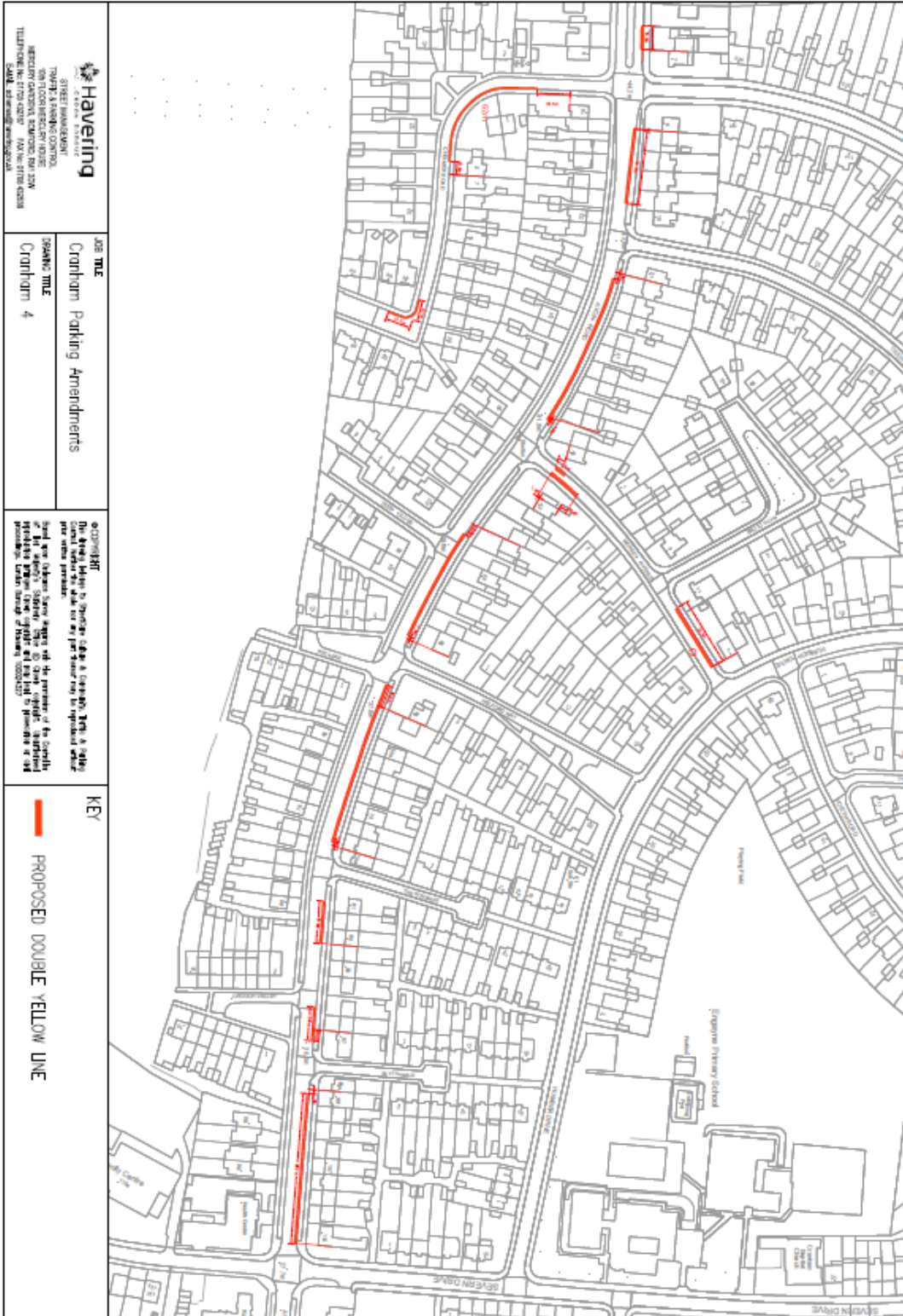
**200 METRE**  
**Cranham Parking Amendments**  
**DRAWING TITLE**  
**Cranham 1**

**DISCLAIMER**  
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 The client is responsible for the accuracy of the information provided in this drawing and for any errors or omissions.  
 The client is responsible for the accuracy of the information provided in this drawing and for any errors or omissions.

**KEY**  
 **PROPOSED DOUBLE YELLOW LINE**







**Haveing**  
 LOCAL COUNCIL  
 100, STREEBROOK ROAD  
 THE FLOORS, BUCKINGHAM  
 MK18 2JN  
 TEL: 01295 270420 FAX: 01295 270428  
 WWW.HAVEING.COUNCIL.GOV.UK

**JOB TITLE**  
 Cranham Parking Amendments  
**DRAWN TITLE**  
 Cranham 4

**NOTICE**  
 The Council is responsible for the management of the roads in the area. It is the Council's duty to ensure that the roads are safe and that the traffic is kept moving. The Council is responsible for the management of the roads in the area. It is the Council's duty to ensure that the roads are safe and that the traffic is kept moving. The Council is responsible for the management of the roads in the area. It is the Council's duty to ensure that the roads are safe and that the traffic is kept moving.

**KEY**  
 PROPOSED DOUBLE YELLOW LINE

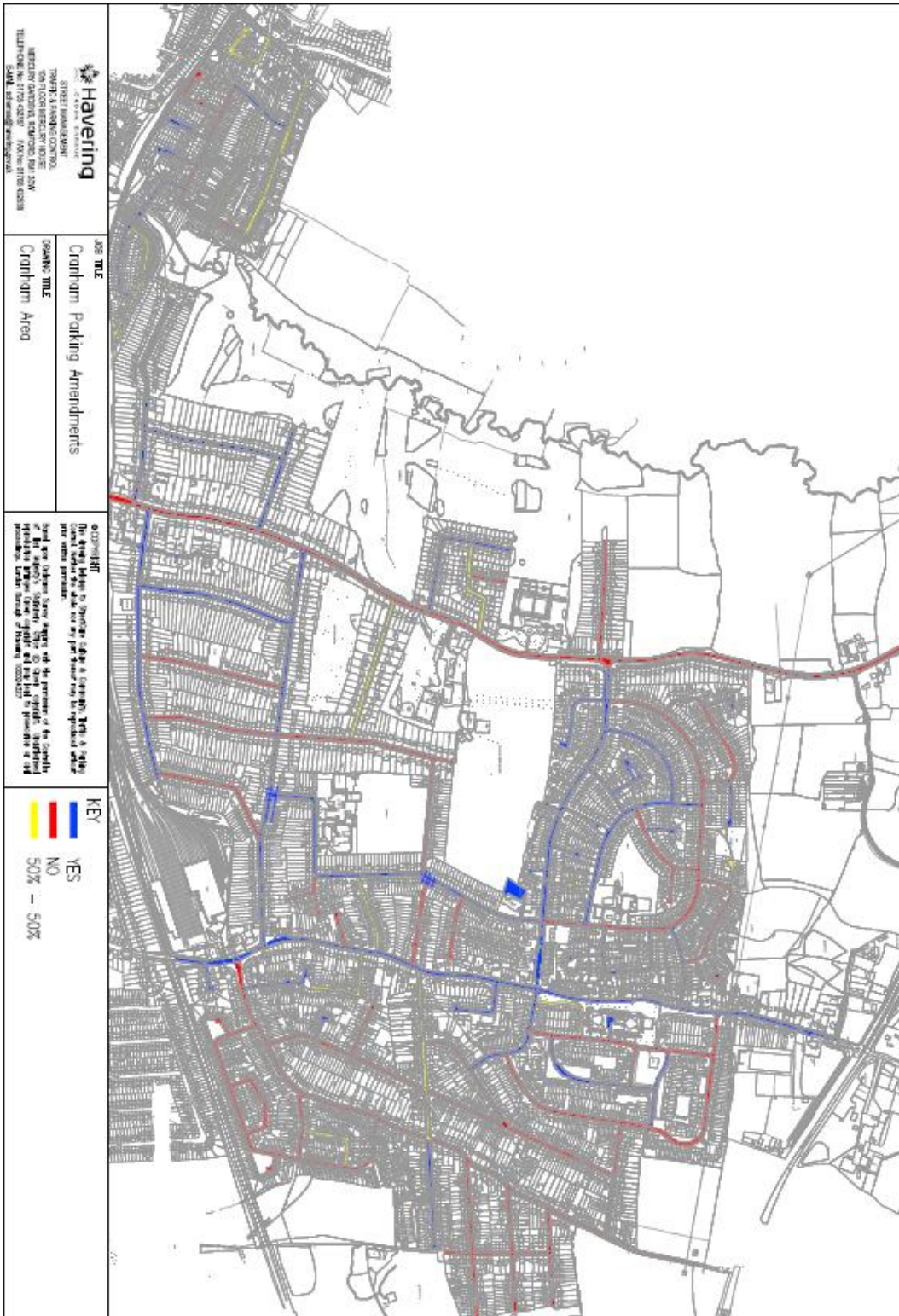
## Appendix B

Streetname	Houses	Q1 Yes	%	Q1 No	%
Acacia	42	1	2.38%	3	7.14%
Ashburnham gardens	26	8	30.77%	1	3.85%
Ashby Close	27	1	3.70%	1	3.70%
Avon Rd	146	14	9.59%	10	6.85%
Benets Rd	132	7	5.30%	7	5.30%
Berkeley Close	28	1	3.57%	1	3.57%
Berkeley Drive	75	5	6.67%	2	2.67%
Benheim Close	10	1	10.00%	2	20.00%
Blyth Walk	20	5	25.00%	0	0.00%
Briarleas Gardens	66	4	6.06%	1	1.52%
Brookmans Close	34	1	2.94%	3	8.82%
Brunswick Ave	35	2	5.71%	1	2.86%
Caernarvan Close	20	3	15.00%	1	5.00%
Caribrooke Close	27	1	3.70%	7	25.93%
Chelmer Rd	40	9	22.50%	2	5.00%
Chipperfield Close	36	13	36.11%	1	2.78%
Claremont Gardens	48	0	0.00%	8	16.67%
Clyde Crescent	76	6	7.89%	3	3.95%
Colne Valley	16	0	0.00%	2	12.50%
Courtenay Gardens	61	8	13.11%	1	1.64%
Cranham Gardens	168	7	4.17%	13	7.74%
Crouch Valley	16	2	12.50%	1	6.25%
Dart Close	19	2	10.53%	1	5.26%
Dee Close	11	1	9.09%	1	9.09%
DEYNCOURT GARDENS	94	6	6.38%	5	5.32%
DORKINS WAY	34	2	5.88%	2	5.88%
DUNSTER CRESCENT	55	4	7.27%	4	7.27%
DURY FALLS CLOSE	38	2	5.26%	2	5.26%
ELDRED GARDENS	28	0	0.00%	3	10.71%
ENGAYNE GARDENS	41	8	19.51%	2	4.88%
ESDAILE GARDENS	25	1	4.00%	4	16.00%
EVERSLEIGH GARDENS	58	1	1.72%	5	8.62%
FAIRHOLME GARDENS	34	0	0.00%	5	14.71%
FALKIRK CLOSE	22	2	9.09%	1	4.55%
FLEET AVENUE	67	2	2.99%	4	5.97%
FLEET CLOSE	26	4	15.38%	2	7.69%
FORTH ROAD	32	1	3.13%	2	6.25%
FRIMLEY AVENUE	37	2	5.41%	4	10.81%
FRONT LANE	232	16	6.90%	14	6.03%
GADSDEN CLOSE	24	3	12.50%	1	4.17%
GROVSENER GARDENS	45	4	8.89%	6	13.33%

HALL LANE	155	2	1.29%	9	5.81%
HEDINGHAM ROAD	59	5	8.47%	6	10.17%
HELFORD WAY	20	6	30.00%	1	5.00%
HERON WAY	142	7	4.93%	9	6.34%
HIGH ELMS	13		0.00%	1	7.69%
HOLDEN WAY	52	2	3.85%	5	9.62%
HOLME ROAD	18	1	5.56%	2	11.11%
HUMBER DRIVE	38	6	15.79%	4	10.53%
INGREBOURNE GARDENS	134	16	11.94%	7	5.22%
ISIS DRIVE	37	2	5.41%	1	2.70%
KENNET CLOSE	24	3	12.50%	0	0.00%
KINGFISHER ROAD	34	1	2.94%	1	2.94%
KINGS GARDENS	50	3	6.00%	3	6.00%
LABURNHAM GARDENS	68	1	1.47%	7	10.29%
LATHAM PLACE	9	1	11.11%		0.00%
LEE GARDENS AVENUE	11	1	9.09%	1	9.09%
LIMERICK GARDENS	59	3	5.08%	1	1.69%
LEXINGTON WAY	59	6	10.17%	1	1.69%
MACON WAY	84	11	13.10%	3	3.57%
LIMERICK GARDENS	59	2	3.39%	1	1.69%
MaLLARD CLOSE	17	2	11.76%	1	5.88%
MARLBOROUGH CLOSE	23	1	4.35%	4	17.39%
MARLBOROUGH GARDENS	144	20	13.89%	12	8.33%
MASEFIELD DRIVE	19	1	5.26%	1	5.26%
MERSEY AVENUE	16	1	6.25%		0.00%
MOOR LANE	244	11	4.51%	14	5.74%
MOULTRIE WAY	26	2	7.69%	2	7.69%
NIGHTINGALE AVENUE	37		0.00%	1	2.70%
NYTH CLOSE	22	5	22.73%	2	9.09%
PARK AVENUE	23		0.00%	3	13.04%
PENTIRE CLOSE	26		0.00%	1	3.85%
PLOUGH RISE	42	4	9.52%	4	9.52%
PLOVER GARDENS	22		0.00%	1	4.55%
QUEENS GARDENS	34		0.00%	2	5.88%
RIVER DRIVE	47	1	2.13%	4	8.51%
ROSEBERRY GARDENS	223	1	0.45%	10	4.48%
RUSKIN AVENUE	12	3	25.00%	4	33.33%
RUSTIC CLOSE	14	1	7.14%		0.00%
SEVERN DRIVE	209	17	8.13%	21	10.05%
SOMERSET GARDENS	79	2	2.53%	2	2.53%
SPENSER CRESCENT	50	6	12.00%	5	10.00%
STOUR WAY	63	1	1.59%	2	3.17%
SUNNYCROFT GARDENS	31		0.00%	2	6.45%
SWAN AVENUE	46	1	2.17%	6	13.04%

TEES CLOSE	6		0.00%	1	16.67%
TERN GARDENS	21	1	4.76%	2	9.52%
THE CRESCENT	43		0.00%	5	11.63%
THE FAIRWAY	27	3	11.11%	3	11.11%
THE LEAS	15	3	20.00%		0.00%
THE RODINGS	21	2	9.52%	1	4.76%
TIPTREE CLOSE	19	1	5.26%		0.00%
TRENT AVENUE	54	7	12.96%	2	3.70%
TYNE CLOSE	12	2	16.67%		0.00%
WALDEGRAVE GARDENS	95	12	12.63%	9	9.47%
WAYCROSS ROAD	83	3	3.61%	5	6.02%
WILLOW WALK	14	4	28.57%	2	14.29%
WINGFIELD GARDENS	8		0.00%	1	12.50%
WINGLETYE LANE	1	1	100.00%		
		358		337	





## Appendix C



### Traffic and Parking Control Schemes

London Borough of Havering  
Town Hall,  
Main Road  
Romford RM1 3BB

The Occupier

Please call: Traffic & Parking Control  
Telephone: (01708) 431056/433464

Email: [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)

Date: 1<sup>st</sup> February 2016

Dear Sir/ Madam

### Review of parking in Cranham Ward

In 2015, residents raised concerns about the reportedly high level of non-residential parking taking place in the Cranham area, which is reducing available parking space for residents. It has been agreed, with ward Councillors, to review the parking situation in the whole Cranham ward due to several issues needing to be addressed.

This review is to ascertain your views on the current situation and help the Council address the various parking issues in your area.

Attached you will find the questionnaire and a plan showing the extent of the review area. You are requested to complete the questionnaire and return to us, by post, or to the email address above, by **Friday 26<sup>th</sup> February 2016**.

Unfortunately, the Council is unable to reply to individual points raised at this stage. However, all fully completed responses to the questionnaire and your comments will be noted, and taken into consideration when presenting the final report to the Highways Advisory Committee. The Committee will decide on a further course of action and any issues will be addressed at that time.

Yours faithfully



**Havering**  
LONDON BOROUGH

**PARKING REVIEW QUESTIONNAIRE  
Cranham Ward**

**Traffic & Parking Control  
Schemes**  
Town Hall  
Main Road  
Romford  
RM1 3BB

**Name:**

**Address (essential):**

Please call: Traffic & Parking Control  
Telephone: (01708) 431056 / 433464  
Email: [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)

All responses received will provide the Council with local knowledge, and the appropriate information to determine whether we take a parking scheme forward to the design and formal consultation stage.

Only one signed and dated questionnaire per address will be considered. Please return to us by **Friday 26 February 2016**.

1. In your view, is there currently a parking problem in **your** road to justify action being taken by the Council?  
**Comments to be made overleaf**

Yes  
 No

If your answer is YES to the above question above, please proceed to the question below:

2. Are you in favour of your road having parking restrictions placed upon it to limit long term 'non-residential' parking?  
**Comments to be made overleaf**

Yes  
 No

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**HIGHWAYS ADVISORY COMMITTEE**

**4 July 2017**

<b>Subject Heading:</b>	TPC991-Mellowes Road Parking Review – Informal Consultation
<b>CMT Lead:</b>	Dipti Patel
<b>Report Author and contact details:</b>	Omar Tingling – Project Engineer <u><a href="mailto:Omar.tingling@havering.gov.uk">Omar.tingling@havering.gov.uk</a></u> 01708-431045
<b>Policy context:</b>	Street Management
<b>Financial summary:</b>	The estimated cost of implementation is £2,000 and will be met by the Parking Strategy Investment (A2017)

**The subject matter of this report deals with the following Council Objectives**

- Havering will be clean and its environment will be cared for [x]
- People will be safe, in their homes and in the community [x]
- Residents will be proud to live in Havering [x]

**SUMMARY**

Romford Town Ward

This report outlines the responses received to the informal parking consultation undertaken in the Mellowes Rd and recommends a further course of action.

## RECOMMENDATIONS

That the Highways Advisory Committee, having considered this report and the representations made, recommends to the **Cabinet Member for Environment Regulatory Services and Community Safety** that:

Residents of Mellowes Road be formally consulted on a designed scheme to include the road in the Sector 3 Residents Parking Scheme, operational Monday to Saturday 8.30am to 6.30pm inclusive.

## REPORT DETAIL

1. Mellowes Road is a relatively new road that was constructed on the former Edwin Lambert School site, which is situated within the Sector 3 area of the Romford Controlled Parking Zone. A plan of the road is appended as Appendix A
2. Relatively quickly, after the new properties became fully occupied, the Council received representations from residents of Mellowes Road and from the Romford Town Ward Members, requesting that the road be included in the existing R03 Residents Parking Scheme.
3. As the request had Ward Councillor backing, the proposal was included on Calendar Brief on 16<sup>th</sup> February 2017 and the item was not called in.
4. To gauge resident's feelings on being included in the Residents Parking Scheme, on 21<sup>st</sup> February 2017 residents were sent letters a simple questions, which had to be completed and returned 14<sup>th</sup> March 2017. Copies of the letter and questionnaire are attached as Appendix B and C respectively.

### Results of consultation

5. By the end of the consultation, from the 35 letters sent out to the residents of Mellowes Road, 7 responses were received, a 20% response. All the responses were in favour of being included in the residents parking scheme.

### Staff Comments

6. Given the positive return and lack of dissent for the proposals, Ward Members have advised Staff that they would like the proposals to proceed to the Statutory Consultation of a designed scheme.

## IMPLICATIONS AND RISKS

### **Legal implications and risks:**

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in Part I of the Road Traffic Regulation Act 1984 ("RTRA 1984").

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

### **Human Resources implications and risks:**

It is anticipated that the enforcement activities required for these proposals can be met from within current staff resources.

### **Financial implications and risks:**

This report is asking HAC to recommend to the Lead Member to implement the proposed changes as outlined in the recommendations to this report.

The estimated cost of implementing the proposals, including physical measures, advertising and making the Traffic Management Orders is £2,000. These costs will be funded from the Parking Strategy Investment approved budget (A2017).

The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions may be made following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation.

In the unlikely event of an overspend, the balance would need to be contained within the overall Environment Capital budget.

**Equalities implications and risks:**

The Council undertook a postal consultation with residents to ascertain the amount of support to introduce Parking controls within the affected area.







Parking controls have the potential to displace parking to adjacent areas, which may be detrimental to others, including older people, children, young people, disabled people and carers. The Council will be monitoring the effects of the scheme to mitigate any further negative impact.

There will be some visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled people, which will assist the Council in meeting its duty under the Equality Act 2010.

**BACKGROUND PAPERS**





			
  		Scale: 1:600 Date: 07 February 2017	
		0 5 10 15 metres 	
		London Borough of Havering Town Hall, Main Road Romford, RM1 3BD Tel: 01708 434343	
		© Crown copyright and database rights 2017 Ordnance Survey 100024327	



The Resident/Occupier

**Street Management  
Schemes**  
London Borough of Havering  
Town Hall,  
Main Road  
Romford RM1 3BB

**Email:** [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)

**IMPORTANT PARKING CONSULTATION**

Date: Friday 21<sup>st</sup> February 2017

Dear Sir/ Madam

**MELLOWES ROAD PARKING REVIEW**

I am writing to advise you that the Council are proposing a review of the parking situation in Mellowes Road due to representations from residents and local Ward Councillors. The extent of the review area is shown on the attached plan.

The aim of this review is to look at the parking situation in the area, with a view to addressing the long-term non-residential parking issues and giving residents the option of having a residents parking scheme, should it be felt necessary.

I have attached a questionnaire that you are requested to complete and return to us by **14<sup>th</sup> March 2017**.

Please note we are unable to answer individual points raised at this stage. However, your comments will be noted and will be taken into consideration when presenting the final report to the Council Highways Advisory Committee. This committee will decide if a further course of action is required and any issues raised by residents will be addressed at that time. All comments received are open to public inspection.

Yours faithfully,

Omar Tingling  
Project Engineer



**PARKING REVIEW QUESTIONNAIRE**  
**Mellowes Road**

**Name:**

**Address:**

**Street Management Schemes**

Town Hall  
Main Road  
Romford  
RM1 3BB

Please call: Street Management  
Telephone: 01708 431056 or 01708 433464  
Email: [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)  
Date: Friday 22<sup>nd</sup> February 2017

All responses received will provide the council with the appropriate information to determine whether we take a parking scheme forward to the design and formal consultation stage.

Only one signed and dated questionnaire per address will be considered. Please return to us by Friday 14<sup>th</sup> March 2017.

1. Are you in favour of being included in the RO3 Controlled Parking Zone which operates 8am to 6.30pm Monday to Saturday
- Yes  
 No

**For your information:**

**Yellow lines** would prevent residents from parking on the lines in the same way as they would non-residents.

**Residents Parking scheme** will permit residents and their visitor to park in the allocated areas, with a valid permit for the area

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## HIGHWAYS ADVISORY COMMITTEE

4 July 2017

<b>Subject Heading:</b>	<b>Beechfield Gardens &amp; Crow Lane – Brooklands SCH40 – Results of informal consultation</b>
<b>CMT Lead:</b>	<b>Dipti Patel</b>
<b>Report Author and contact details:</b>	<b>Gareth Nunn Engineering Technician <a href="mailto:schemes@havering.gov.uk">schemes@havering.gov.uk</a></b>
<b>Policy context:</b>	<b>Traffic &amp; Parking Control</b>
<b>Financial summary:</b>	<b>The estimated cost of implementation is £3000 and will be met by the Parking Strategy Investment (A2017).</b>

### The subject matter of this report deals with the following Council Objectives

Havering will be clean and its environment will be cared for	[x]
People will be safe, in their homes and in the community	[x]
Residents will be proud to live in Havering	[x]

### SUMMARY

This report outlines the responses received to the informal consultation undertaken with the residents of the Beechfield Gardens and Crow Lane (between its junctions with Sandgate Close and Jutsums Lane) and recommends a further course of action.

#### Ward

Brooklands

## RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment Regulatory Services and Community Safety that;
  - a) the proposals to introduce a residents parking scheme, operational Monday to Friday 8am to 8pm inclusive, in Beechfield Gardens and Crow Lane (between Sandgate Close and Jutsums Lane), as shown on the drawing in Appendix E, be designed and publicly advertised.
2. That it be noted that the estimated cost of this scheme is £3000 which will be funded from the 2017/18 Parking Strategy Investment budget (A2017).

## REPORT DETAIL

### 1.0 Background

- 1.1 At its meeting in August 2016, this committee agreed in principle to consult on the introduction of a Controlled Parking Zone in Beechfield Gardens and Crow Lane. This is due to increasing complaints about the level of non-residential parking in the area.
- 1.2 A plan showing the review area is appended to this report at Appendix A.
- 1.2 Initial consultation was carried out by informal questionnaire together with informal consultation letter sent out to the residents of the area. A copy of the letter and questionnaire are appended to this report at Appendices B and C respectively.
- 1.3 In October 2016 a questionnaire was sent to 136 residents affected by the parking review. 35 responses were received, 28 of which favoured the introduction of parking restrictions. With the preferred restriction being a residents parking scheme. Following consideration of the questionnaires' Officers agreed with Ward Councillors that an informal consultation should take place proposing a residents parking scheme.
- 1.4 On Friday 10<sup>th</sup> February 2017, 136 residents that were affected by the review were sent letters and a design of the proposed residents parking scheme, with a return date of 3<sup>rd</sup> March 2017 for responses. The responses received to the consultation are outlined in the table appended to this report at Appendix D.

- 1.5 The proposals would convert the existing footway parking bays into resident parking bays operational Mon to Fri, 8am-8pm. It is also proposed that some additional resident parking bays are introduced with the same times of operation as well as a Permit Parking Area (PPA) proposed for Beechfield Gardens, again with the same times of operation. Any single yellow line will operate Mon-Sat 8am – 6:30pm in line with existing single yellow line restrictions.
- 1.6 On 10 March 2017 a site meeting took place with Officers, Ward Councillors and local residents. Following on from this meeting some minor amendments were made to the original proposals to address the concerns of some residents who had raised issue with the scheme. The amendments include some additional 'At Any Time' waiting restrictions and the amendment, removal or relocation of some proposed bays.
- 1.7 As the original consultation took place before the recent increase to resident parking permits. Last year's Permit prices will apply for the first month of the scheme going live if implemented.

## **2.0 Results of informal consultation**

From the 136 letters sent out, 26 responses were received, a 19% return. Out of the 26 responses, 19 were in favor of a Residents Parking scheme, 2 were partly in favor and 5 were against the proposals. Of those in favor 8 said they would like Mon-Fri 8am-6:30pm and 11 said they would like Mon-Fri 8am-8pm.

## **3.0 Staff comments**

- 3.1 It is apparent from the responses to the consultations that were undertaken that there is longer term non-residential parking taking place in the area, due to its close proximity to Queens Hospital and the Royal Mail centre on Crow Lane.
- 3.2 The proposed residents parking provision is aimed at limiting longer term non-residential parking and increasing the parking provisions for residents and their visitors during the restricted period. Ward Councillors have been consulted throughout the informal consultation stages and are happy for the proposals to be progressed to formal consultation.

## **IMPLICATIONS AND RISKS**

### **Financial implications and risks:**

The estimated cost of implementing the proposals, including physical measures, advertising and making the Traffic Management Orders costs is £3000. These costs will be funded from the Parking Strategy Investment budget (A2017).

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member – as regards to actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a typical project for Street management and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the Street management overall Minor Parking Schemes revenue budget.

**Related costs to the Permit Parking areas (previous years prices will be honoured for first month of scheme going live)**

<b>Resident &amp; Business permits charges</b>	
Residents permit per year	1st permit £35.00, 2nd permit £60.00, 3rd permit and any thereafter £85.00
Visitors permits	£1.25 per permit for up to 6 hours (sold in £12.50 books of 10 permits)

**Legal implications and risks:**

The Council's power to make an order creating a controlled parking zone is set out in Part IV of the Road Traffic Regulation Act 1984 (“RTRA 1984”).

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officers’ recommendation. The Council must be satisfied that any objections to the proposals were taken into account.



In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

### **Human Resources implications and risks**

It is anticipated that the enforcement activities required for these proposals can be met from within current staff resources

### **Equalities implications and risks**

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, children, young people and older people), this will assist the Council in meeting its duty under the act.

There will be some physical and visual impact from the required signing and lining works.

**BACKGROUND PAPERS**



## Appendix B – Questionnaire



### PARKING REVIEW QUESTIONNAIRE Beechfield Gardens/Crow Lane

Street Management  
Schemes  
Town Hall  
Main Road  
Romford  
RM1 3BB

Name:

Please call: Schemes  
Telephone: 01708 433464

Address:

Email: [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)

Please take the time to complete and return this questionnaire as all responses received will provide the council with the appropriate information to determine whether we take a parking scheme forward to the design and formal consultation stage.

Only one signed and dated questionnaire per address will be considered. Please return to us by **Friday 14<sup>th</sup> October 2016**

1. In your view, is there currently a parking problem in **your** road to justify action being taken by the Council?  Yes  
 No

If your answer is YES to the above question, please proceed to the questions below:

2. Are you in favour of your road having parking restriction placed upon it to limit long term non-residential parking?  Yes  
 No

3. If yes - what type of restriction would you prefer?  Single Yellow Line  
 Residents Parking

#### For your information:

**Single Yellow line** would prevent non-residents and residents from parking on the line during the hours of operation.

**A Residents Parking scheme** will allow residents and their visitors to park in allocated areas, with a valid paid for permit for the area.

Please turn over

If you wish to comment on the above, please use the space provided below. We are unable to respond to individual points raised at this stage, but all comments will be considered when preparing a report for consideration by members.

**Comments Section** (please limit to 100 words)

**DECLARATION**

Should the Council on making inquiries reasonably consider that a response has been fabricated the questionnaire will be disregarded and the Council reserves the right to pursue appropriate legal action.

We therefore request that you complete your full name and address at the beginning of this questionnaire, sign this declaration and return the form to us at the postal or email address found on the top right hand side.

Signature:..... Date:.....

## Appendix C – Informal Consultation Letter



IMPORTANT PARKING CONSULTATION ENCLOSED

The Resident/Occupier

Street Management  
Schemes  
London Borough of Havering  
Town Hall,  
Main Road  
Romford RM1 3BB

Please call: Schemes  
Telephone: 01708 433464  
01708 431056  
Email: [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)

Dear Sir/ Madam

Date: 10<sup>th</sup> February 2017

### Beechfield Gardens & Crow Lane

I am writing to advise you that following the informal consultation in September 2016, Havering Council have developed a 'Residents Permit Zone' parking proposal for Beechfield Gardens and Crow Lane (between its junction with Sandgate Close and Jutsums Lane). The aims of this proposal are to help improve traffic flow, limit commuter parking and make further parking provisions for the residents of Beechfield Gardens and Crow Lane and their visitors.

The proposals are for the residents parking zone/bays and single yellow lines to operate Monday to Friday. There are two times of operation for the scheme being proposed. 8am to 8pm or 8am to 6:30pm.

The draft design is shown on the plan on the reverse of this letter. If you wish to comment on the proposals please do so in writing, by email to [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk) or by post to the above address. We would appreciate it if you could limit your reply to the consultation by responding as follows:

1. You are **in favour** of the proposals with the restricted times of **8am to 8pm**
2. You are **in favour** of the proposals with the restricted times of **8am to 6:30pm**
3. You are **in favour of part of the scheme**
4. You are **not in favour** of the scheme

In all cases, please limit any comments you wish to make to 100 words.

All comments should be received by **Friday 3<sup>rd</sup> March 2017**.

We are unable to reply to individual points raised at this stage. However, your comments will be noted and taken into consideration when presenting the final report to the Highways Advisory Committee and any issues will be addressed at that time. Please note that all comments we receive are open to public inspection.

### Related costs to the Permit Parking areas:

Resident & Business permits charges	
Residents permit per year	1st permit £25.00, 2nd permit £50.00, 3rd permit and any thereafter £75.00
Business permit per year	Maximum of 2 permits per business £106.58 each
Visitors permits	£1.25 per permit for up to 4 hours (sold in £12.50 books of 10 permits)

Yours faithfully

Gareth Nunn  
Engineering Technician – Street Management

Clean • Safe • Proud

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[www.havering.gov.uk](http://www.havering.gov.uk)



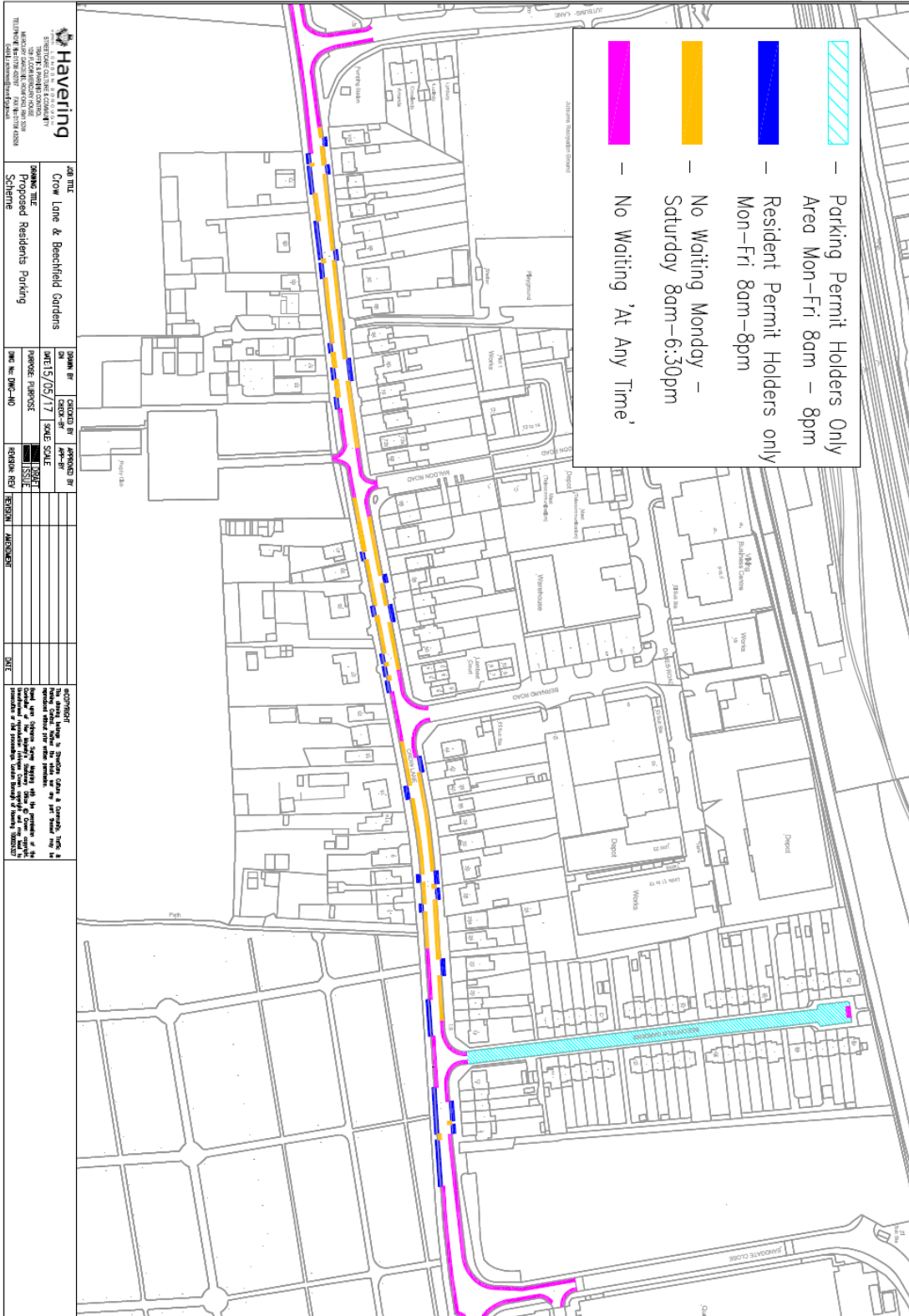
## Appendix D – Responses

Beechfield Gdns/Crow Lane 'Detailed' Parking Consultation								
Road Name	Address	% Returns	Returns				% Support	
			total	Partly	Yes	No	Yes	No
BEECHFIELD GARDENS	48	27%	13	0	10	3	77%	23%
CROW LANE	88	15%	13	2	9	2	69%	15%
<b>Total</b>		<b>19%</b>	<b>26</b>	<b>2</b>	<b>19</b>	<b>5</b>	<b>73%</b>	<b>19%</b>

1 further response received against the scheme without providing the relevant road (address not included)

Times of operation		
Road Name	8am - 6:30pm	8am - 8pm
BEECHFIELD GARDENS	6	4
CROW LANE	2	7
<b>Total</b>	<b>8</b>	<b>11</b>

# Appendix E – Detailed design for formal consultation







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## HIGHWAYS ADVISORY COMMITTEE

4 July 2017

<b>Subject Heading:</b>	Upminster Bridge (St Andrews Ward) TPC864 – Results of informal consultation
<b>CMT Lead:</b>	Dipti Patel
<b>Report Author and contact details:</b>	Dean R Martin Technical Support Assistant <a href="mailto:schemes@havering.gov.uk">schemes@havering.gov.uk</a>
<b>Policy context:</b>	Traffic & Parking Control
<b>Financial summary:</b>	The estimated cost of implementation is £15,000 and will be met by the 2017/18 Parking Strategy Investment.

### The subject matter of this report deals with the following Council Objectives

Havering will be clean and its environment will be cared for	[x]
People will be safe, in their homes and in the community	[x]
Residents will be proud to live in Havering	[x]

### SUMMARY

St Andrews Ward

This report outlines the responses received to the informal consultation undertaken with the residents of the Upminster Bridge Area and recommends a further course of action.

## RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment Regulatory Services and Community Safety that;
  - a) The proposals to introduce a residents parking scheme for the Upminster Bridge Area, operational Monday to Friday 8am to 6.30pm inclusive, (as shown on the plan in Appendix E) be designed and publicly advertised;
  - b) The proposals to introduce 5 Pay & Display operational Mon to Fri 8am to 6.30pm inclusive (as shown on the plan in Appendix E) be designed and publicly advertised;
2. That it be noted that the estimated cost of this scheme is £15,000 which will be funded from the 2017/18 Parking Strategy Investment.

## REPORT DETAIL

### 1.0 Background

- 1.1 At its meeting in March 2016, The Highways Advisory Committee (HAC) agreed in principle, to consult on a possible introduction of a Controlled Parking Zone in Upminster Bridge Area. This is due to increasing complaints about the level of commuter parking in the area.
- 1.2 The review area is identified on the plan in Appendix A.
- 1.3 An informal questionnaire was sent out to the residents of the area and copies of the letter and questionnaire are appended to this report in Appendices B and C.
- 1.4 On Friday 20<sup>th</sup> January 2017, 338 residents that were perceived to be affected by the proposals were sent letters and questionnaires, with a return date of 6<sup>th</sup> March 2017. The responses to the questionnaire are outlined in the table appended to this report in Appendix D.

## **2.0 Results of informal consultation**

From the 338 letters sent out there were 156 responses received, representing a 46% return. 112 respondents answered YES and 44 respondents answered NO to question 1, that they felt there was a problem in the road. 111 respondents answered YES and 1 respondent answered NO to question 2 that they were in favour of restrictions. In relation to the preferred operational days for the restrictions 37 respondents favoured Monday to Saturday, while 76 respondents favoured Monday to Friday. In relation to operational hours for the restrictions 87 respondents favoured 8am to 6.30pm, while 25 respondents favoured 10.30am to 11.30am. In relation to the form of restrictions 83 respondents favoured the introduction of a Residents Parking Scheme while 30 respondent's favoured the introduction of yellow line waiting restrictions. Given the results of the consultation implementation of the most popular all round option:: Residents Parking Scheme, operational from Monday to Friday 8am to 6.30 pm inclusive.

## **3.0 Design Principles**

- 3.1 The proposed residents parking bays in the Unnamed Service Road leading from Hacton Lane, which runs parallel with Upminster Road, will be placed partly on the footway. The footway and carriageway of the unnamed road are limited in width. It is recognised that the installation of the parking bays will leave a sub-standard width footway, however there is a main footway line on the opposite side of the service road that is wide enough and will remain free for pedestrian flow. Whilst not ideal, leaving a narrower footway than usual will ensure that emergency services can gain access to the very end of the road without being obstructed.
- 3.2 The formal design shown on the plan in Appendix E.

## **3.0 Staff comments**

- 3.1 It is clear from the responses to the consultations that were undertaken that there is longer term non-residential parking taking placing in the area, due to its close proximity to the amenities of Hornchurch Town Centre and Upminster Bridge Station.
- 3.2 The proposed residents parking provision will limit the longer term non residential parking and will give residents and their visitor's priority to park during the restricted period. The proposed Pay and Display parking provisions will turn over parking during the day and will be a further benefit to the Town Centre.

## **IMPLICATIONS AND RISKS**

### **Financial implications and risks:**

This report is asking HAC to recommend to the Cabinet Member the launch of consultation relating to the above scheme

The estimated cost of implementing the proposals, including physical measures, advertising and making the Traffic Management Orders costs is £15,000. These costs will be funded from the 2017/18 Parking Strategy Investment.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member – as regards to actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a typical project for Street management and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the Street management overall Minor Parking Schemes revenue budget.

### **Related costs to the Permit Parking areas**

<b>Resident &amp; Business permits charges</b>	
Residents permit per year	1st permit £35.00, 2nd permit £60.00, 3rd permit and any thereafter £85.00
Business permit per year	Maximum of 2 permits per business £200 each
Visitors permits	£1.25 per permit for up to 4 hours (sold in £12.50 books of 10 permits)

### **Legal implications and risks:**

The Council's power to make an order creating a controlled parking zone is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984").

The Council's power to make an order for charging for parking on highways is set out in Part IV of the RTRA 1984.

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which

do not accord with the officers' recommendation. The Council must be satisfied that any objections to the proposals were taken into account. In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

### **Human Resources implications and risks**

It is anticipated that the enforcement activities required for these proposals can be met from within current staff resources

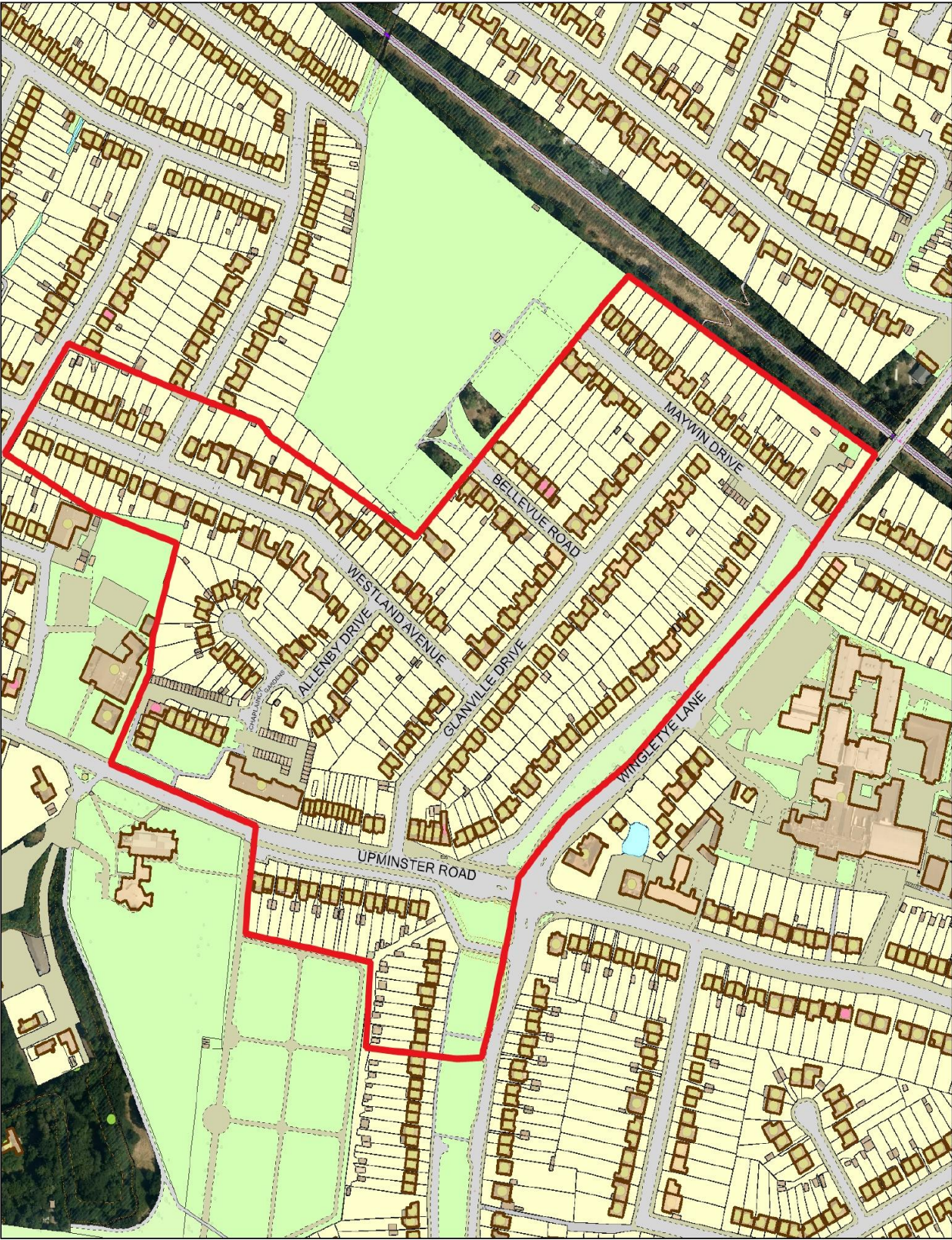
### **Equalities implications and risks**

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, children, young people and older people), this will assist the Council in meeting its duty under the act.


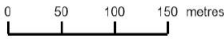
There will be some physical and visual impact from the required signing and lining works.

## **BACKGROUND PAPERS**

- Appendix A – Review Area**
- Appendix B – Consultation Letter**
- Appendix C – Questionnaire**
- Appendix D – Responses**
- Appendix E - Formal Design**



Review Area	N ↑
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	Scale: 1:2200 Date: 18 January 2017 
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The Resident/Occupier

**Street Management Schemes**

London Borough of Havering  
Town Hall,  
Main Road  
Romford RM1 3BB

**Email:** [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)

**IMPORTANT PARKING CONSULTATION**

Date: Friday 20<sup>th</sup> January 2017

Dear Sir/ Madam

**UPMINSTER BRIDGE ST ANDREWS PARKING REVIEW**

I am writing to advise you that the Council are proposing a review of the parking situation in Glanville Drive, Bellevue Road, Westland Avenue, Maywin Drive, Wingletye Lane Service Road, Upminster Road, Upminster Road Service Road, Allenby Drive and Chaplaincy Gardens. The extent of the review area is shown on the attached plan.

The aim of this review is to look at the parking situation in the area, with a view to addressing the long-term non-residential parking issues and giving residents the option of having a residents parking scheme, should it be felt necessary.

I have attached a questionnaire that you are requested to complete and return to us by **Friday 10<sup>th</sup> February 2017**.

Please note we are unable to answer individual points raised at this stage. However, your comments will be noted and will be taken into consideration when presenting the final report to the Council Highways Advisory Committee. This committee will decide if a further course of action is required and any issues raised by residents will be addressed at that time. All comments received are open to public inspection.

Yours faithfully,

**Dean R Martin  
Technical Support Assistant  
Schemes Team**



**PARKING REVIEW QUESTIONNAIRE**  
**Upminster Bridge St Andrews**

**Street Management Schemes**

Town Hall  
 Main Road  
 Romford  
 RM1 3BB

**Name:**

Please call: Street Management

**Address:**

Telephone: 01708 431056 or 01708 433464

Email: [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)

Date: Friday 20<sup>th</sup> January 2017

All responses received will provide the council with the appropriate information to determine whether we take a parking scheme forward to the design and formal consultation stage.

Only one signed and dated questionnaire per address will be considered. Please return to us by Friday 10<sup>th</sup> February 2017.

1. In your view, is there currently a parking problem in **your** road to justify action being taken by the Council  Yes  No

If your answer is YES to the above question above, please proceed to the questions below:

2. Are you in favour of your road having parking restriction placed upon it to limit long term non-residential parking?  Yes  No
3. If Yes - over what days of the week would you like any restrictions to operate?  Mon- Fri  Mon - Sat
4. If yes - over what hours of the day would you like any restrictions to operate? These hours are in keeping with the existing restrictions in the area.  10:30am to 11:30am  8:00am to 6:30pm
5. If yes - what type of restriction would you prefer?  Yellow Lines  Residents Parking

**For your information:**

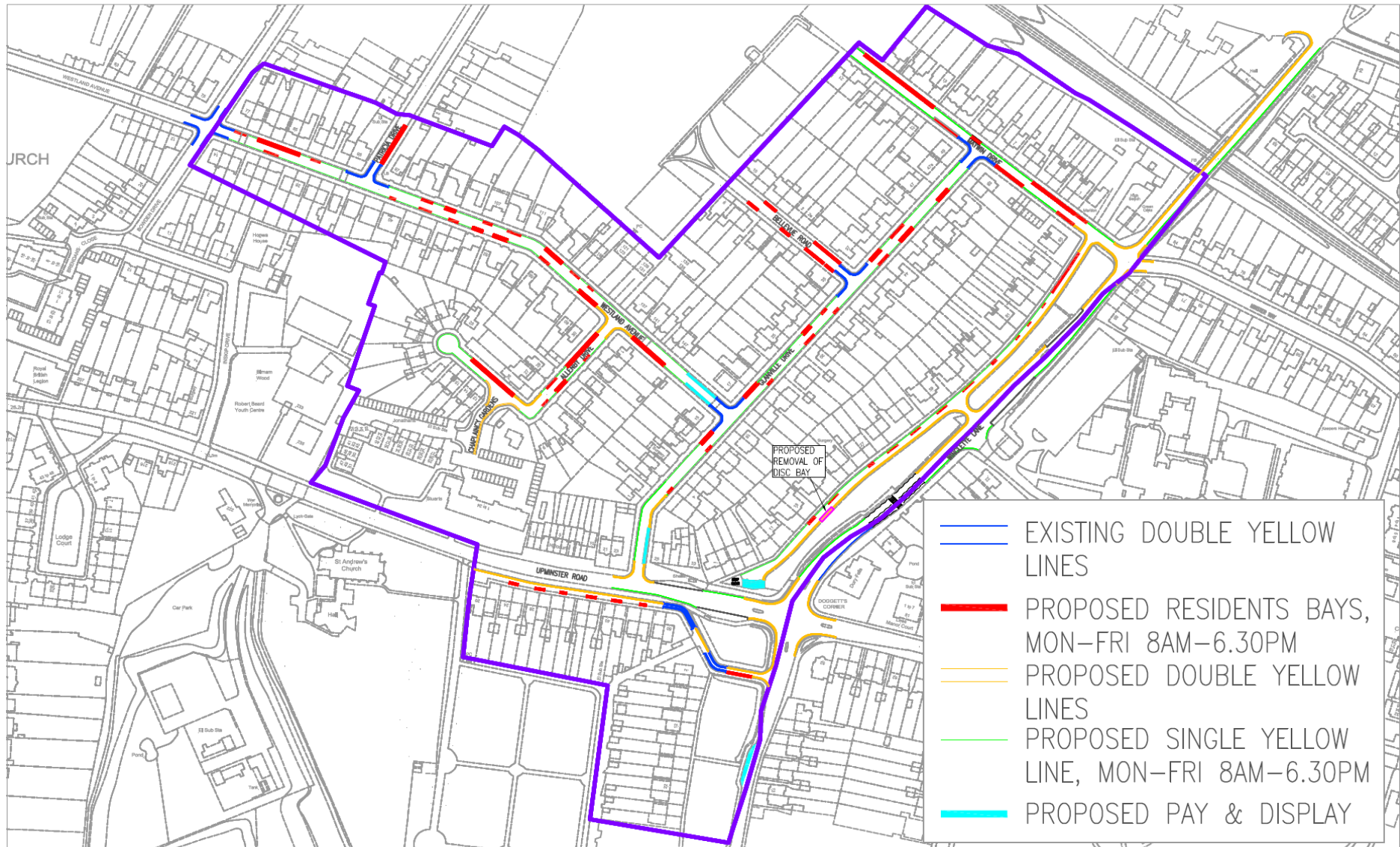
**Yellow lines** would prevent residents from parking on the lines in the same way as they would non-residents.

**Residents Parking scheme** will permit residents and their visitor to park in the allocated areas, with a valid permit for the area




## UPMINSTER BRIDGE - ST ANDREWS 'In-Principle' Parking Consultation

Road Name	Address	% Returns	Returns	Q1. In your view, is there currently a parking problem in your road to justify action being taken by the council?		Q2. In favour of parking restrictions		Q3. Over what days would you like the restrictions to operate?		Q4. Over what hours of the day would you like any restrictions to operate?		Q5. What type of restriction would you prefer?	
				total	Yes	No	Yes	No	Mon-Fri	Mon-Sat	10.30-11.30am	8am-6.30pm	Yellow Lines
Allenby Drive	27	44%	12	9	3	8	1	6	3	0	8	0	8
Bairvue Road	11	36%	4	2	2	2	0	1	1	1	1	1	1
Chaplaincy Gardens	57	11%	6	2	4	2	0	0	2	0	2	0	2
Glanville Drive	56	46%	26	18	8	18	0	16	3	8	11	6	13
Hacton Lane	10	30%	3	2	1	2	0	0	2	0	2	0	2
Maywin Drive	42	29%	12	8	4	8	0	5	3	1	7	2	6
Upminster Road	34	38%	13	10	3	10	0	6	4	3	7	1	9
Westland Avenue	59	56%	33	24	9	24	0	12	12	7	17	9	15
Wingletye Lane	42	43%	18	17	1	17	0	17	0	0	17	3	14
No Adress Given			29	20	9	20	0	13	7	5	15	8	13
<b>Total</b>	<b>338</b>	<b>46%</b>	<b>156</b>	<b>112</b>	<b>44</b>	<b>111</b>	<b>1</b>	<b>76</b>	<b>37</b>	<b>25</b>	<b>87</b>	<b>30</b>	<b>83</b>



- EXISTING DOUBLE YELLOW LINES
- - - PROPOSED RESIDENTS BAYS, MON-FRI 8AM-6.30PM
- PROPOSED DOUBLE YELLOW LINES
- PROPOSED SINGLE YELLOW LINE, MON-FRI 8AM-6.30PM
- PROPOSED PAY & DISPLAY

 <p><b>Havering</b> LONDON BOROUGH OF STRENGTHENING CULTURE &amp; COMMUNITY TRAFFIC &amp; PARKING CONTROL 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROMFORD, RM1 1JW TELEPHONE: 01708 432787 FAX NO: 01708 432538 E-MAIL: s.cohen@havering.gov.uk</p>	JOB TITLE <b>JOB-TITLE-1 UPMINSTER-BRIDGE-AREA</b>	DRAWN BY DRM	CHECKED BY IH	APPROVED BY IH	DATE: DATE	SCALE: SCALE	©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Parking Control. Neither the whole nor any part thereof may be reproduced without prior written permission.  Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 150224327
	DRAWING TITLE <b>DWG-TITLE-1 PROPOSED-CPZ</b>	PURPOSE: PURPOSE	DRAFT ISSUE	REVISION: REV	REVISION AMENDMENT	DATE	
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	DWG No: DWG-NO	REVISION: REV	REVISION AMENDMENT	DATE	DATE		

# HIGHWAYS ADVISORY COMMITTEE

4 July 2017

**Subject Heading:**

**HIGHWAY SCHEMES APPLICATIONS  
June 2017**

**SLT Lead:**

**Dipti Patel**

**Report Author and contact details:**

**Mark Philpotts  
Principal Engineer  
01708 433751  
mark.philpotts@havering.gov.uk**

**Policy context:**

**Havering Local Development  
Framework (2008)  
Havering Local Implementation Plan  
2017/18 Delivery Plan  
(where applicable)**

**Financial summary:**

**The estimated cost of requests,  
together with information on funding is  
set out in the schedule to this report.**

**The subject matter of this report deals with the following Council  
Objectives**

Communities making Havering	[X]
Places making Havering	[X]
Opportunities making Havering	[ ]
Connections making Havering	[X]

## SUMMARY

This report presents applications for new highway schemes which are not funded and do not appear on the Council's highways programme. The Committee is requested to decide whether the requests should be rejected or set aside with the aim of securing funding in the future.

## RECOMMENDATIONS

1. That the Committee considers the requests set out in Section A and decide either;
  - (a) That the request should be rejected; or
  - (b) That the request should be set aside in Section B with the aim of securing funding in the future
2. That it be noted that any schemes taken forward in the future to public consultation and advertisement (where required) will be subject to a further report to the Committee and a decision by the Cabinet Member for Environment, Regulatory Services and Community Safety if a recommendation for implementation is made.
3. That it be noted that the estimated cost of implementing each scheme is set out in the Schedule. In the case of Section A - Scheme proposals without funding available, that it be noted that there is no funding available to progress the schemes.

## REPORT DETAIL

### 1.0 Background

- 1.1 The Highways Advisory Committee receives all highway scheme requests which are not funded, on the Council's highways programme or otherwise delegated so that a decision will be made on whether the scheme should be set aside for possible future funding or rejected.
- 1.2 The bulk of the highways schemes programme is funded through the Transport for London Local Implementation Plan and these are agreed in

principle through an Executive decision in the preceding financial year. A full report is made to the Highways Advisory Committee on conclusion of the public consultation stage of these schemes.

- 1.3 There is also a need for schemes funded by other parties or programmes (developments with planning consent for example) to be taken forward to consultation.
- 1.4 In cases such as this, the decision to proceed with the public consultation is delegated to the Head of Environment and this will be as a published Staff Decision which will appear on Calendar Brief and be subject to call-in. The outcome of these consultations will be reported to the Committee which will make recommendations to the Cabinet Member for Environment, Regulatory Services and Community Safety in the usual way.
- 1.5 In order to manage the workload created by unfunded matters, a schedule has been prepared to deal with applications for new schemes and is split as follows;
  - (i) Section A - Scheme proposals without funding available. These are requests for works to be undertaken where no funding from any source is identified. The recommendation of Staff to the Committee can only be one of rejection in the absence of funding. The Committee can ask that the request be held in Section B for future discussion should funding become available in the future.
  - (ii) Section B - Scheme proposals on hold for future discussion. These are projects or requests where a decision is not yet required (because of timing issues) or the matter is being held pending further discussion should funding become available in the future.
- 1.6 The schedule contains information on funding source, likely budget (as a self-contained scheme, including staff design costs), the request originator and date placed on the schedule.
- 1.7 In the event that funding is made available for a scheme held in Section B, Staff will update the Committee through the schedule at the next available meeting and then the item will be removed thereafter.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

The estimated cost of each request or project is set out in the Schedule for the Committee to note.

The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions are to be made following a full report to the Committee and with the Cabinet Member for Environment, Regulatory Services and Community Safety approval process being completed where a scheme is recommended for implementation.

### **Legal implications and risks:**

Many aspects of highway schemes require consultation and the advertisement of proposals before a decision can be taken on their introduction.

Where a scheme is selected to proceed, then such advertisement would take place and then be reported in detail to the Committee so that a recommendation may be made to the Cabinet Member for Environment, Regulatory Services and Community Safety.

With all requests considered through the Schedule, a formal set of Recommendations and a record of the Committee decisions are required so that they stand up to scrutiny.

### **Human Resources implications and risks:**

None.

### **Equalities implications and risks:**

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

Decisions need to be made which are in accordance with equalities considerations, the details of which will be reported in detail to the Committee so that a recommendation may be made to the Cabinet Member for Environment, Regulatory Services and Community Safety.



**BACKGROUND PAPERS**

None.

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London Borough of Havering  
Engineering Services, Highways - Streetcare  
Highway Schemes Applications Schedule

Highways Advisory Committee  
4th July 2017

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
<b>SECTION A - Highway scheme proposals without funding available</b>								
Nothing to report this month								
<b>SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)</b>								
Page 135 B1	Broxhill Road, Havering-atte-Bower	Havering Park	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	Feasible, but not funded. Improved footway would improve subjective safety of pedestrians walking from Village core to park. (H4, August 2014). <b>Request held as a potential reserve scheme for 2017/18 TfL LIP.</b>	None.	c£80k	Resident	31/07/2014
B2	Ockendon Road, North Ockendon	Upminster	Speed restraint scheme for North Ockendon Village	85% traffic speeds in village significantly above 30mph (44N/B, 45 S/B). 2 slight injuries 2012-2014. <b>Request held as a potential reserve scheme for 2017/18 TfL LIP.</b>	None.	c£25k	Cllr Van den Hende	29/03/2016
B3	Collier Row Road, west of junction with Melville Road	Mawneys	Request to remove speed table because of noise/ vibration.	Speed table is start of 20mph zone. Removal would reduce effectiveness of scheme. Funding would need to be provided.	None	£6k	Resident ENQ-0407431	06/09/2016

**London Borough of Havering**  
**Engineering Services, Highways - Streetcare**  
**Highway Schemes Applications Schedule**

**Highways Advisory Committee**  
**4th July 2017**

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B4	Herbert Road, near Nelmes Road	Emerson Park	Road hump to deal with speeding drivers in vicinity of bend.	Feasible, would add to existing hump scheme. Funding would need to be provided.	None	£5k	Cllr Ower	08/11/2016
B5	Wood Lane	Elm Park	Traffic calming to deal with speeding drivers	Feasible. Funding would need to be provided.	None	£50k	Cllr Wilkes	06/09/2016
Page 136 B6	Squirrels Heath Road/ Shepherds Hill	Harold Wood	Request for crossing near Shepherd & Dog, near the bus stops or traffic islands to help people cross and to deal with speeding drivers. More speed cameras to deal with speeding drivers.	Speed cameras a remote possibility as they now have to be funded by boroughs and are only considered where there are significant speed-related KSIs.	None	c£21k	Resident with 103 signature petition via Harold Wood ward councillors	07/12/2016
			Request for pedestrian crossing or refuge to assist residents of Cockabourne Court in accessing adjacent bus stops.	Feasible, but not funded. Formal crossing likely to be very lightly used, so refuge would be more appropriate. Road widening would be required.			Cllr Donald	21/02/2017
A1	Junction of Alma Avenue & Standen Avenue	Hacton	Speed table across entire junction to match that of junction of Alma Avenue and Dawes Avenue. To reinforce 20mph speed limit.	Feasible, but not funded.	None	c£20k	Resident via Cllr Morgon	24/04/2017